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ANNUAL REPORT

OF THE TRUSTEES OF THE

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WABASH AND ERIE CANAL,

TO THE

GENERAL ASSEMBLY.

OF THE

STATE OF INDIANA.

DECEMBER, 1847.

INDIANAPOLIS:
JOHN D. DEFREES, STATE PRINTER.
1848.

INDIANAPOLIS, December 16, 1847.

HON. PARIS C. DUNNING,
President of the Senate.

SIR:—I have the honor to transmit herewith the Report of the Board of Trustees of the Wabash and Erie Canal, to be laid before the Senate.

Respectfully, your obedient servant,
CHARLES BUTLER,
President of the Board.

January 10. Laid on the table and 1000 copies ordered to be printed.

INDIANAPOLIS, December 16, 1847.

HON. W. A. PORTER,
Speaker of the House of Representatives:

SIR:—I have the honor to transmit herewith the Report of the Board of Trustees of the Wabash and Erie Canal, to be laid before the House over which you have the honor to preside.

Respectfully, your obedient servant,
CHARLES BUTLER,
President of the Board.

HALL OF THE HOUSE OF REPRESENTATIVES, }
January 10, 1848.

Ordered. That one thousand copies of the Report of the Board of Trustees of the Wabash and Erie Canal, be printed for the use of the House.

Attest,

M. S. WARD,
Principal Clerk H. of Reps.

Rec'd 7-24-80 A/M

REPORT.

To the General Assembly of the State of Indiana :

The Board of Trustees of the Wabash and Erie Canal are required, by the provisions of the 10th section of the act to provide for the funded debt of the State of Indiana, and for the completion of the Wabash and Erie Canal to Evansville, and the act supplementary thereto, annually to report to the Legislature the general condition of said canal and canal lands, and exhibit a full account of their receipts and disbursements.

The undersigned, having been appointed Trustees of the Wabash and Erie Canal, in accordance with the provisions of the said acts, two of them by the subscribers and one of them by the State, met at Fort Wayne on the 17th day of June, 1847, for the purpose of organizing the Board and proceeding to the execution of the trust confided to them.

Under the authority given them by the Governor of the State for that purpose, the trustees arranged to take the possession of the canal and its appurtenances, with full authority to commence and direct all operations thereon, or in anywise connected therewith, from and after the first day of July, 1847. The general superintendent of the canal, the officer charged with the superintendence and management thereof under the authority of the State, formally delivered the same into the possession of the board in obedience to the requisition of the Governor, at the period above stated, and on the thirty-first day of July, 1847, the Governor of the State executed and delivered to the Board of Trustees the deed or patent of the same, according to the requirements of the 8th section of the act approved 19th of January, 1846.

At their meeting in June, the board could only adopt such measures as were rendered necessary to give effect to their organization and put the machinery in operation, and provide for the obtaining of such information from the various officers in an authentic and reliable shape, as would be indispensable to enable them to act judiciously in the prosecution of their duties.

The great variety of property, and the various character and condition of it, rendered this course necessary; and besides, it was necessary that the trustee having charge of the office of the board in the city of New York should return to that place, previous to the first of July, in order to execute the directions of the board relating to the subscription of \$800,000 for the completion of the canal, and the issue of the certificates to the subscribers therefor, as required by the act; while the resident and State trustees were left to carry out the orders of the board in respect to the matters then directed to be done in the State, both as related to the canal and canal lands, and the various interests connected with them.

For the transaction of the general business of the trust in the State, the board established their office at Terre Haute, on the line of the canal and at a point convenient for the transaction of the business of the trust, both in respect to the finished and unfinished part of the canal, and equally central and convenient in reference to the canal lands; and for the transaction of the business of the trust required to be done in New York, the board established an office in that city, under the charge of the non-resident trustee.

They also established a land office at Washington, in the county of Daviess, for the sale of the lands in the Vincennes district, and united the land offices existing at Delphi and Peru, in one office at Logansport, for the sale of all lands and the transaction of all business relating to the lands held by the trustees east and west of Tippecanoe; and they have caused all the books and papers relating to that business which were found in the offices at Delphi and Peru to be removed to and deposited in the land office at Logansport. Each land office is placed under the charge of a clerk appointed by and responsible to the Board of Trustees, and each office is subject to the supervision and control of the board, and it will be the aim of the trustees to introduce into each a thorough system.

The board appointed Jesse L. Williams, Esq., Chief Engineer, who accepted the office, and immediately entered upon the discharge of his duties. William J. Ball, Esq., was at the same time appointed Resident Engineer; and these appointments, together with the appointment of collectors at the several offices previously established on the line of the canal, the appointment of superintendents on the ~~un~~finished part of the canal, and the requisite clerks in the offices of the board, completed the organization, so far as seemed to be then required.

The subjects claiming the immediate action of the board related;

1st. To the *finished* portion of the canal from the State line to Coal creek, a distance of 189 miles.

2d. The *unfinished* portion, extending from Coal creek to Evansville on the Ohio river, a distance of 186 miles.

3d. The *canal lands* embraced in the trust, and lying in the northern and southern portions of the State.

The first subject which seemed to require the attention of the trustees, was

THE FINISHED PART OF THE CANAL.

In order to place this part of the canal under a more thorough and vigilant discipline, and more effectually guard against breaches and secure a constant and continued safe navigation; the board divided it for the present into two divisions for superintendence; that is to say—that portion between the Ohio State line and Peru, including the St. Joseph's feeder and feeder dam constituting the eastern division, and that portion between Peru and Coal creek, constituting the western division. The eastern division was placed under the charge of Stearns Fisher, Esq., and the western division under the charge of Chauncey Carter, Esq., as superintendents, and all under the general charge of the chief engineer, subject to the orders of the trustees. To obtain accurate information as to the precise condition of this portion of the canal on the first day of July, 1847, when it came into the hands of the trustees, the board adopted the following order:

“Resolved, That the chief engineer be requested, so soon as other duties will allow, to make a personal and particular examination of the finished canal, and of all the various structures thereon, such as locks, dams, culverts, bridges, &c., and that he submit to the board a detailed report descriptive of the exact condition of the canal and the structures aforesaid at the commencement of the trust, accompanied with such suggestions in regard to the repairs required, together with his views of the best system of management of the entire work, to be adopted, embracing the labors and duties of every description of persons in anywise employed on or connected with the same, in order to secure the most faithful administration of the same, and the largest amount of revenue.”

The full and detailed report of the chief engineer, bearing date the first day of November, 1847, in answer to the first part of this order, descriptive of the exact condition of the canal and its various structures at the date mentioned, is subjoined hereto, and the attention of the General Assembly is particularly invited to it. It will be perceived that the structures generally on the line of the canal require extensive repairs and renewals during the ensuing five years, involving a very large annual outlay over and above the ordinary repairs.

The board have already expended a considerable sum in the repair and renewal of structures, and have adopted measures to provide for the repair and renewal of all structures which require to be so repaired and renewed within the ensuing year, (1848,) according to the report of the chief engineer, in order to maintain the navigation of the canal.

It will be perceived by the report, that the navigation of the canal

between Covington and Coal creek, was not perfected until the latter part of the month of October last, and not in time to be of much use for the business of this year. The difficulties in the way of an earlier use of this lower part of the canal, are stated in the report of the chief engineer. The deficient supply of water on this division, between Lafayette and Coal creek, has been a source of the greatest embarrassment and anxiety during the period that the same has been under the care of the trustees. The facts disclosed in the report of the chief engineer, confirmed as they have been by the experience and observation of the past season, and the numerous complaints which have reached the board from those connected with transportation, have impressed the trustees with the necessity of adopting speedily the only practicable measures recommended to their consideration for the purpose of obviating the difficulty and ensuring a good navigation during the next season; and notwithstanding the extra outlay required for that purpose, they have accordingly

"Ordered, That the plan recommended by the chief engineer in his report on the state of the canal, for increasing the supply of water on the lower division of the canal between Lafayette and Coal creek, by raising the Wabash and Deer creek dams, and by widening the canal at the Wea Bluffs, be adopted; and the chief engineer is hereby authorized to execute the said measures during the ensuing season."

In the 10th section of the act, approved 19th January, 1846, it is made the duty of the trustees to "do all the acts needful and proper in and about the sale of the said canal lands and the completion of said canal to Evansville, with *necessary* side cuts and feeders, particularly the side cuts and locks to the Wabash river on sections 136 or 137, between Coal creek and Terre Haute, and on sections 33 or 34, and 46, *as heretofore surveyed* between Coal creek and Lafayette, heretofore contemplated." And by the 29th section of the supplementary act, approved 27th January, 1847, it is enacted that "the said trustees shall, and it is hereby made their duty to construct and complete all the feeders, feeder dams, side cuts, and reservoirs contemplated in this act and the act to which this is a supplement, contemporaneously with the construction and completion of the main canal: *Provided, however,* That where said canal has already been so constructed beyond any point where such feeders or side cuts are located, and intended to be constructed, as specified in the act to which this is a supplement, it shall be the duty of said trustees to construct and complete all such feeders and side cuts within eighteen months from and after the acceptance of this act by our bondholders: *And be it further provided,* That said side cuts shall be constructed of the same capacity with the main canal."

The proposed side cuts opposite to Independence and Williamsport, in the county of Warren, come within the proviso to the section above quoted, the canal having been completed to a point be-

yond them; and the subject of constructing them within the time limited, is one upon which the trustees have bestowed great attention, and it has been the occasion of great embarrassment. To construct these side cuts will require the construction of either six or eight locks, and the supply of water must be drawn from a division of the canal which is already deficient in water. Entertaining serious apprehensions that the immediate construction of these side cuts and the locks connected therewith, might, on account of the use and unavoidable waste of water, seriously impair and probably destroy the usefulness of the main line of the canal, and regarding as they do, the obligation resting upon them to carry out in its full intent the law creating the trust, and at the same time considering the paramount importance to the great objects of the trust as well as to the people of the State, of securing and maintaining a full and perfect navigation of the main line of the canal; the trustees are constrained in view of all the facts, and under a deep sense of their duty, to defer the construction of those side cuts and locks until the measures adopted by them to secure a supply of water for the navigation of the main line shall have been fully executed, and until it shall appear that the side cuts and locks may be supplied without detriment to the navigation of the main line; and in order to elicit the fullest information on the subject, they have accordingly passed an order, "that the chief engineer direct his attention particularly to this question of the supply of water and the probable effect of the side cuts and the locks connected therewith upon the navigation of the main line; and that he report to the board at their next meeting or so soon as all the facts having a bearing upon this subject can be ascertained."

In regard to the water power on the line of the canal, the trustees have taken measures to collect the rents due on existing leases in all cases. The trustees have received applications from several citizens, residing at different places on the line of the canal, for the lease of water power; and with the view of meeting such applications in all cases where they can do so with propriety, they have taken measures to ascertain, by a critical examination, the extent to which water power may with propriety be let on the entire line of the canal, without interfering with the safe and permanent navigation of the canal, and also the condition of the water power now under lease, and the terms and objects of the leases respectively.

The trustees conceive it to be their duty to encourage the use of all the water power which may be created on the canal, and to give to the public the full benefit of the same where it can be done without any detriment to the navigation of the canal; and with this view they have authorized the water power at Logansport to be advertised for sale at an early day to the best bidder, making it one of the conditions of sale that it shall be improved.

The information which they will obtain on the subject by the examination which they have instituted, will enable them, it is hoped,

hereafter to offer additional powers, and thus contribute to the improvement of the country and add to the revenues of the canal; at the same time it is quite probable that in some cases of existing leases restrictions and abatements may be required to be made, especially where the use of the water interferes with the navigation of the canal, the security of which object is paramount to all others.

By the 10th section of the act, approved 19th January, 1846, the trustees "shall have power from time to time to make, ordain, and establish such reasonable rules, by-laws, and regulations in relation to the collection of tolls, transportation on said canal, conduct of boats and rafts, and the general police of said canal, as are usual, or may be found necessary to enforce the observance of the same."

The trustees have carefully examined this important branch of their duties, and have adopted a body of rules and regulations on the subject, embodying those which have been previously established by the State, with such modifications as seemed necessary, together with such additional rules as the experience of other States, particularly Ohio and New York, had proved to be useful and necessary.

No alteration has been made by the trustees in the tariff of tolls existing at the time the canal came into their hands; but this subject will receive their most careful examination and deliberation, and such a tariff will be from time to time established as shall in their judgment best accommodate the trade of the country, promote the business, and increase the revenues of the canal.

Owing to the continuous navigation between the Wabash and Erie Canal and the Ohio canals connecting with it, the tolls to be charged on property going to, or coming from the Lake or Cincinnati, should be a subject of arrangement with the Ohio Board of Public Works; and it is believed that a good understanding on this subject between the two boards will promote the interest of the respective canals, and measures have been adopted with that view.

The tolls of the canal for the year ending on the first day of November, 1847, amount to	\$125,982 71
The tolls of the canal for the previous year, ending November 1st, 1846, amount to	105,234 04
Showing a gain during the last year, of	\$20,748 67

The interruption to the navigation in the spring, occasioned by the injury to the canal by the great flood last winter, and the failure of the wheat crop to a considerable extent in the region of country bordering on the canal, for the present year, it is believed have lessened the tolls of the canal.

The amount received by the trustees from the canal, from the first day of July, 1847, up to the first day of December, 1847, is	\$77,742 05
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And they have paid out during the same period, on account of *ordinary repairs* on the same, up to the first day of December, 1847, and for the expense of *superintendence* and the *expenses of collection*, the sum of 12,915 80

Leaving a nett balance, of - - - - - \$64,826 25

Tables are also subjoined exhibiting the receipts at the several collectors' offices in each month of navigation, and also the quantities of the various kinds of property transported on the canal during the past season.

The trustees refer to the table accompanying the letter of J. L. Williams, Esq., to the President of the Board, exhibiting the shipments from various points south, by the Wabash river, during the season of 1847.

A comparison of this table with the statement of shipments of produce from the same points north, by the canal, will show the influence of the extension of the canal navigation, in changing the direction of trade.

It cannot be doubted that the increasing facilities for transporting the products of the west to tide water through the Erie Canal, and the liberal policy adopted by the Canal Board of the State of New York in reducing the charges upon western produce, will tend still farther to draw the trade of the Wabash valley through this direct channel to the Atlantic Sea Board.

The trustees regret that they are not able at this time to make these tables as full as would be desirable, and as would be satisfactory to themselves, in order to exhibit the actual trade and business of the canal.

The canal having been under their care for a portion of the year only, the statistics within their reach at this time are necessarily limited.

They will be able hereafter to present a more full and satisfactory view of the business, showing its annual increase.

2—THE UNFINISHED PART OF THE CANAL.

It is made the duty of the trustees, to adopt and put in execution such plans and measures, as they shall deem most expedient for the prosecution and completion of the canal to Evansville, within the period prescribed by the act.

The canal being finished to Coal creek, or nearly so, the Board adopted measures to commence the work at that point at the earliest day practicable; and they accordingly ordered that the division of work from that point to Terre Haute, being the first division of the unfinished canal, 36 miles in length, and embracing 70 sections, be placed under contract as early as practicable, and the same was advertised to be let on the 5th day of August, 1847.

This division having been formerly contracted to Hugh Stewart and his associates for construction, under the State authorities, he, on behalf of himself, and as assignee and survivor of his associates in the former contract, claimed to be entitled to finish the work under that contract; but expressed his willingness to take a contract for a portion only of the work, upon terms satisfactory to the trustees. With a view to shut out all pretext for litigation, and at the same time being determined not to submit to any sacrifice, the trustees contracted with Mr. Stewart for the construction of 30 sections, at prices ranging as low as the average of the subsequent lettings, taking from him a release on behalf of himself, and as assignee, &c., of all right and claim under the former contract, and an obligation of indemnity against any and all claims of his associates in that behalf.

For the remaining sections, the trustees received bids on the 5th of August, and all of them were awarded with the exception of one section and one Guard Bank at Coal creek, on terms satisfactory to the trustees, and generally at an average of five per cent. within the estimates.

The remaining section, together with the Guard Banks at Coal creek, have been since let, and the whole is now under contract, and the work under a fair state of progress.

The contracts require the work to be finished by the 1st day of November, 1848.

The state and condition of this part of the work, will be found fully exhibited in the report of William J. Ball, Esq., the resident engineer, (who has charge of the construction,) herewith submitted.

The trustees were advised that unless this division of the canal was placed under contract at the earliest day practicable in the summer, and in time to enable the contractors to get in the foundations of the dams, and of the aqueducts across Sugar and Raccoon creeks previous to the winter floods, it might make an important difference as to the time of completion of this part of the canal. The surveys and locations previously made by the State being deemed sufficient, the order was accordingly made, and the work let as above; and the trustees still hope that it will be completed according to the contracts, and the navigation to Terre Haute perfected by the spring of 1849, notwithstanding the obstructions which have been caused in the progress of the work, by the unusual floods which have occurred in the months of October and November.

In regard to that portion of the line extending from Terre Haute to Evansville, the trustees at their meeting in June adopted an order requiring the chief engineer to make an examination of the entire line, and report the result to the Board, preparatory to future operations thereon.

The report of the chief engineer under this order, exhibiting the condition of those portions of the work which had been heretofore partially or fully completed by the State, and also, other interesting

details, accompanied with the outline of a plan of progressing with the work, covering the entire line, was submitted to the Board on the 13th of November, 1847, and is herewith transmitted.

It will be perceived that the Eel river Feeder Dam was seriously injured by the flood of last winter, and it is estimated that the cost of repairing it will amount to nearly fifteen thousand dollars. The trustees are assured that a few hours' work and a few dollars of expense, at the proper time, would have prevented this great damage; but there seems to have been no one charged with the duty of superintending it.

The plan of repairing this dam, recommended by the chief engineers and approved by the trustees, has the merit of diminishing the overflow, and will relieve the apprehensions indulged on this account in the region of country immediately above it.

The plan of progressing with the construction of the line from Terre Haute to Evansville, indicated in the report of the chief engineer, is briefly as follows:

The length of the line from Terre Haute to Evansville is 150 miles; and for the purposes of letting the same is arranged in divisions, to be placed under contract as follows:

1st. On the 24th May, 1848, the division from Terre Haute to Point Commerce on White river, $40\frac{1}{2}$ miles; about the same time also, the repairs on the southern end of the line, from Pigeon dam to Evansville, 19 miles, so as to render that portion navigable.

2d. In November, 1848, the division from Point Commerce to the Newberry feeder, (including the dam across White river,) 17 miles; together with a portion of the rock excavation at the Patoka summit in Pike county.

3d. In May, 1849, the division from the Newberry feeder dam to Maysville, $23\frac{1}{2}$ miles; and at the same time the masonry of the aqueduct at the east fork of White river.

4th. In October, 1849, the residue of the line from Maysville to Pigeon dam, 50 miles.

The entire cost of completing the several divisions from Terre Haute to Evansville as above, was estimated by Mr. Fountleroy in 1845, at

\$1,560,371 00

The estimated cost of the line now under contract

from Coal creek to Terre Haute, including allow-

ance for superintendence, &c., is about

350,000 00

Making an aggregate cost of

\$1,910,371 00,

required to finish the main line of the canal to Evansville during the ensuing four years.

The trustees in deliberating upon the foregoing plan of progressing with the work, carefully considered the means of the Board, as as provided in the acts of the General Assembly, which are or may be subject to their control during the ensuing four years, and re-

garding the contingent character of some of the sources of means thus provided, and in view of the imperative obligation resting upon the trustees to adopt and put in execution such measures, as in their judgment would enable them to meet the just expectations of the State and the bond-holders, unanimously adopted the following :

"That the plan of progressing with the canal between Terre Haute and Evansville, submitted by the chief engineer in his said report, and the series of lettings of the several divisions of *the entire work* at the times mentioned, are hereby approved and adopted as the settled policy of the Board, subject only to such change or modification in respect to the time of letting in each case, (after the letting to take place in May next,) as the circumstances of the country and the amount of labor at command and other causes, may require; therefore, it is now

"*Ordered*; That the portion of the canal from Terre Haute to Point Commerce on White river, be placed under contract at Terre Haute, on the 24th day of May next, and that at least sixty days previous notice thereof shall be given in the public newspapers.

"*Ordered*, That the repairs on the finished line of the canal from Pigeon dam to Evansville, so as to render the same navigable, be placed under contract in the month of May next; of which such reasonable notice shall be given by publication in the newspapers at Evansville, as the resident and State trustees shall hereafter prescribe."

Preparatory to the commencement of the work on this line, the trustees have taken steps to obtain releases from the individual owners, of the right of way to the land required for the use of the canal in the several counties through which it passes; and in this they have been assisted by Samuel Hall, Esq., of Gibson, R. A. Clements, Esq., of Daviess, N. R. Wild, Esq. of Green, and R. Harrell, Esq., of Pike county; and the trustees are gratified in being able to state that these gentlemen, in the prosecution of the duty confided to them, have found a liberal disposition existing among the people on the subject, and that with scarcely an exception they have thus far when applied to, cheerfully executed the necessary releases. There is appended hereto the circular of instructions issued from this office on the occasion.

The advantages of the plan of operations which the trustees have adopted are obvious: commencing at the point where the present navigation terminates, the work will be extended towards the Ohio river, and as fast as extended will be brought into use, and while the benefits of navigation will be secured to the country through which it passes, it will at the same time become a source of income to the Trust, by adding to the business of the entire line, and thus be the means of aiding in the prosecution of the work.

It will be seen that by this plan it is expected the canal will be finished by the fall of 1850 to Maysville, situate in the very heart of the Vincennes Land District, and will, it is believed, cause the

more rapid settlement of that district of country, and give enhanced value to the lands belonging to the Trust.

Great difficulty has been experienced this fall in obtaining the needful supply of labor on the canal, and the Board have deemed it proper to take steps to obviate as far as they can, by calling the attention of emigrants, laborers, and contractors, to the extended line of canal to be put under construction by the Board, to the large amount of land on hand for sale, and the facilities and advantages afforded by that portion of the State through which the canal runs, and in which the lands lie; and they hope that these measures will conduce not only to bring into the country the requisite amount of labor to enable them to execute the work according to their plan, but also to the settlement of the country.

3—THE CANAL LANDS.

This branch of the business has engrossed a large share of the attention of the trustees, since the property was vested in them by the State.

They are divided into three distinct and separate accounts :

1st. The lands for the canal east of Tiptecanoe.

2d. The lands for the canal west of Tiptecanoe.

3d. The lands in the Vincennes district — and the trustees find it necessary to keep up this distinction.

The lands east and west of Tiptecanoe are subject to sale at the Land office at Logansport, where the books and papers relating to them are deposited.

The accounts relating to this portion of the trust property, are quite complicated, from the manner in which they have been kept, and from the fact that there is outstanding a considerable amount of scrip issued for the construction of the canal, east and west of Tiptecanoe, and which by law is made receivable for lands, and which the trustees have continued to receive at par when the same has been tendered in payment.

They have not been able to arrive at a satisfactory account from the books and papers in the office, either as to the number of acres on hand unsold, belonging to the trust; or the amount due on outstanding certificates for lands heretofore entered; nor the exact amount of scrip outstanding on the first day of July 1847, east and west of Tiptecanoe.

The examinations thus far, have shown a discrepancy between the accounts of the Auditor of State, and the accounts of the Land Office, which can only be corrected by a critical examination of the entire account from the beginning, and a comparison of the same, with the accounts in the office of the Auditor at Indianapolis.

The trustees being held liable to account for all funds and property which shall come to their hands under the acts of the General Assembly creating the trust, it is important to ascertain with pre-

cision the amount with which they will be chargeable at the commencement of the trust.

1. THE LANDS EAST OF TIPPECANOE.

The auditor reports the amount due for lands sold east of Tippecanoe on the first day of July 1847, at \$314,473 51, of principal; and the number of acres of land remaining on hand unsold at the same date, at 2,893 50-100 acres. He also reports the amount of scrip outstanding on the first day of July 1847, east of Tippecanoe to be, - - - - - \$82,101 42

From this sum is to be deducted the sum of - - - 17,493 91 including interest, which was paid into the Treasury *prior* to 1st. July 1847, but not yet cancelled, leaving the sum of \$67,000, or thereabouts, outstanding on the first day of July 1847, and to be redeemed.

The trustees have received in scrip since the first of July 1847, east of Tippecanoe, the sum of \$50,159 68 *including* interest, and \$42,908 70 *exclusive* of interest, which amount they will return to the Auditor of State to be cancelled according to law.

This sum being deducted from the amount reported to be outstanding on the first of July 1847, as above, would leave a balance of about \$24,091, at par, outstanding on the first day of December 1847, the interest on which when redeemed, estimating it at an average of \$170, on the one thousand dollars, will amount to \$4,100, making an aggregate of \$28,191.

The trustees transmit herewith a statement exhibiting the total receipts by them since the first of July 1847, on account of lands east of Tippecanoe (including the sales of forfeited lands,) and also, a statement exhibiting the lands sold east of Tippecanoe since the first day of July 1847.

2. THE LANDS WEST OF TIPPECANOE.

The Auditor states the amount due from purchasers for lands sold *west* of Tippecanoe on the first of July 1847, at \$64,918 71, and the number of acres of land unsold at the same date, to be 90,688 22-100 acres.

The amount of scrip outstanding west of Tippecanoe on the first of July 1847, is stated by the Auditor to be \$83,330.

The trustees have received in scrip since the first of July 1847, on account of lands west of Tippecanoe, the sum of \$13,124 25, which will also be surrendered to the Auditor of State to be cancelled according to law, leaving outstanding on the first day of December 1847, according to the above statement, the sum of \$70,195 75. Of the above amount the sum of \$12,581 83 was received on account of sales made *prior* to the first of July 1847.

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The trustees transmit herewith a statement exhibiting the sales of land made by them *since* the first day of July 1847, west of Tippecanoe ; together with the amount of money paid thereon.

From the examination already bestowed on the books and papers in the Land Office at Logansport, enough has been ascertained to satisfy the trustees that great irregularities have been committed in the transaction of the business by those entrusted with it, and considerable sums of money appear to have been paid by debtors into the office, which have not been reported to the Auditor of State, nor credited on the books of the office.

By the 23d section of the supplemental act, the lands selected for the canal east and west of Tippecanoe which were *classified* before the same were offered for sale, were required to be reappraised in the manner therein defined, by three appraisers, one of them to be appointed by the trustees and one by the Governor, and the third to be chosen by the two thus appointed.

The trustees, in the month of July last, appointed R. N. Carnan Esq. of Knox county, as appraiser, and the Governor appointed Elias N. Shimer Esq. of Marion county, and Francis King Esq. of Wayne county, was appointed by them as the third.

It is understood that they have been engaged in the discharge of their duties, but the trustees have not received their report and are therefore unable to state the result, and show its effect upon the trust.

3. THE LANDS IN THE VINCENNES DISTRICT.

The trustees have established the office for the sale of these lands at Washington in the county of Daviess, and the lands were brought into market and offered for sale at the earliest day at which it was possible to complete the preliminary and necessary arrangements therefor. The office was opened on the 6th day of September 1847, at which date the sales commenced.

The schedules of the lands exhibiting the selections made by the State, and the classifications of the same agreeably to the provisions of the act, accompanied with the township maps, and the papers relating to the same, were obtained by the trustees and deposited by them in the office at Washington.

The number of acres in this grant embraced in the Tract Books of the trustees, is seven hundred and ninety three thousand four hundred and eighty-five and seventy two hundredths acres (793,485 72/100) lying in twenty three counties, and divided for sale into three classes ; the first class being subject to sale at a price *not exceeding* \$2 50 per acre, the second class not exceeding \$2 per acre, and the third class at \$1 25 per acre.

The trustees transmit herewith a tabular statement exhibiting the number of acres, the counties in which they are situate, and the classification as directed by law.

They also transmit herewith a statement showing the number of acres which have been sold and the amount received therefor, up to the first day of December 1847.

The sales have been made for cash, and the amount raised from this source is carried to a distinct account, and will be applied in accordance with the provisions of the act, to the construction of the canal south of Terre Haute.

The trustees also transmit herewith a copy of the regulations adopted by them for the establishment of pre-emption claims by settlers upon and occupants of any of these lands at the time the act took effect; and they trust that in the liberal construction which they have placed on the provisions of the law relating to it, the citizens of that section of country will find the evidence of their disposition to recognise in its fullest extent, their claims under the law.

From the above statement in regard to the canal lands, it appears that on the first day of July 1847, there were eight hundred and eighty-seven thousand and sixty-seven and forty-four hundredths acres of land belonging to the canal fund, which were conveyed by the State under the deed to the trustees, viz: Lands belonging to the canal west of Tippecanoe, according to the Auditor's books, - - - - - 90,688 22
Lands east of Tippecanoe, - - - - - 2,893 50
Lands in the Vincennes grant, - - - - - 793,485 72

Acres, - - - - - 887,067 44

In addition to the above, the State is entitled to receive from the General Government about 62,000 acres of lands which have been *heretofore selected* on account of the canal west of Tippecanoe, but which have not yet received the necessary confirmation of the Government.

It is believed that this confirmation will not be longer withheld, when it is understood how important it is to the State of Indiana, that the grants of Congress which have been made expressly to aid in completing this chain of navigation between the Lakes and the Ohio River, should be realized to their greatest extent, and at the earliest day practicable, to enable the trustees to complete the canal to the Ohio River within the time contemplated.

The trustees submit herewith, a full account of their receipts and disbursements up to the first day of December 1847, by which it will appear that they have received in the aggregate from all sources, the sum of - - - - - \$520,993 96
and have paid out the sum of - - - - - 37,482 46

Leaving a balance on hand, on the first day of December 1847, of - - - - - \$483,511 50

Of which the sum of \$400,695 62, is on deposit to the credit of

the Board of Trustees of the Wabash and Erie Canal, with the Bank of the State of New York and the Ohio Life Insurance and Trust Company in the city of New York, and by arrangement with those institutions, interest will be allowed on the deposits from the time they were made, at the rate of from $3\frac{1}{2}$ to $4\frac{1}{2}$ per cent. This interest will be passed to the credit of the Board on the first of January next. The balance remains subject to the drafts of the trustees to meet the current expenses and disbursements on the line of the canal.

The trustees submit herewith also, the subscription to the advance of \$800,000, for completing the canal to Evansville, showing the names of the subscribers and the number of bonds subscribed by each, up to the first day of November 1847, inclusive, amounting to eight millions one hundred and forty-three thousand dollars on which the 5 per cent required to be paid at the time of subscription, has been paid as above, amounting to (\$407,150.) four hundred and seven thousand one hundred and fifty dollars.

According to the plan adopted by the board for the prosecution of the work, it is not expected that they will have occasion to make any further call upon the Subscribers, until after the first day of January 1849; and they have provided for the payment of the interest to the subscribers on the amount already paid by them, on the first day of January 1848, at their office in New York.

The trustees also transmit herewith, the proceedings of the subscribers' meeting, at which two of their number were appointed, exhibiting the proceedings of the bondholders, in accordance with the provisions of the law; the original document being on file in the office of the trustees.

The trustees also subjoin a statement exhibiting the names of the engineers, assistant engineers, superintendents, collectors and clerks appointed by them, with their respective salaries.

In the prosecution of the work on the canal south, the ensuing year, a larger force in the engineer corps will become necessary, and although the compensation fixed in every grade of the system adopted is less than is allowed in other States, the board entertain the hope that it will enable them to secure permanently the services of such engineers as are fully competent.

They feel a just sense of their obligation in this as in other matters to avoid extravagance, but it is a duty to the trust equally imperative upon them to avoid the other extreme, in a matter where so much depends, as upon the action of the engineer branch of the service. Thus far, the board have been eminently successful in obtaining those of established character and unquestioned qualifications.

Bonds to the amount of nine million and nine thousand dollars, (\$9,009,000) of principal, have been surrendered and exchanged for the new certificates.

The back interest on these bonds up to 1st January 1847, amounts to two million seven hundred and two thousand and seven hundred.

dollars (\$2,702,700) making the amount of principal and interest, eleven million seven hundred and eleven thousand seven hundred dollars; (\$11,711,700) for the one half of which, viz: five million eight hundred and fifty five thousand eight hundred and fifty dollars, (\$5,855,850,) certificates of canal stock have been issued to the proper parties.

This amount will be increased by the surrender of the balance of the bonds outstanding, to seven million one hundred and fifty-two thousand, two hundred and fifty dollars, (\$7,152,250) exclusive of interest since 1st January 1847, on the principal, and exclusive also of the bondholder's subscription; and which sum being added to the above, will exhibit the probable amount of the Canal Debt on the first day of January 1852, (principal and interest,) at nine millions three hundred and seventy-five thousand three hundred and seventy-five dollars (\$9,375,375.)

As the proceeds of the canal lands and the tolls of the canal are to be applied to the construction of the canal until it is completed to Evansville on the Ohio River, it is presumed that the means derived from these sources up to the first day of January 1852, will all be required to accomplish the object; and it is not probable therefore that any interest will be paid on the certificates of canal stock (except on those issued for the subscription) until after that date.

This large amount of debt is represented by certificates of stock issued to the individual parties to whom it is due and who are scattered extensively over Europe and the United States; and an account is opened with each individual proprietor in books provided for that purpose by the trustees and kept in their office in the city of New York, and which books will always exhibit the names of the parties having an interest in the trust, and the amount of such interest. The principal and interest of the entire canal debt are to be paid by the trustees out of the trust property in the manner prescribed in the acts of the General Assembly, in the city of New York.

Besides the annual report which the trustees are required to make to the General Assembly, they are to transmit to the bondholders a semi-annual statement showing the condition of all the property embraced in the trust at such time.

The trust springs out of an arrangement between the State of Indiana and her bondholders, relating to the adjustment of the public debt of the State, and it involves interests of the greatest magnitude and importance to both parties. A single glance at the nature and property of the trust—its public and its peculiar character—the large amount of indebtedness resting upon it for security—and the great number of persons affected by it, is sufficient to show the weighty responsibility resting on those who are entrusted with the management of it.

The trustees regard themselves equally the agents of the State and her bondholders, and they are equally bound to discharge faithfully their duty to each, as defined in the acts creating the trust, and in the successful accomplishment of the objects of which, they rec

ognise a mutual and identical interest; and while the trustees are engaged in the prosecution and management of the canal, and the disposition of the property confided to them, in obedience to the acts of the General Assembly, they are conscious that they may often come in conflict with local and selfish interests, and that they will need to be sustained by the forbearance and confidence of the public authorities and people of Indiana and the bondholders, for all whom they act.

While the records and books of the trustees will always be open to the inspection of the public authorities of the State, it is obvious that it is impossible in the nature of the case (and indeed unnecessary,) that they should fully exhibit in a report, all the details of so complicated and extensive a business, with the reasons for their decision in each particular case. Their reliance must be on the considerate indulgence of all parties, with the assurance that they will bring to the decision of every question the most careful deliberation and the result of their matured judgment; and they trust, that while it shall appear manifest, that their aim is to faithfully accomplish the great objects of the trust, to the mutual advantage of the State and her bondholders, that they will be fully supported in their action. All of which is respectfully submitted.

CHARLES BUTLER }
N. B. PALMER, } Trustees, &c
THO. H. BLAKE, }

OFFICE OF THE BOARD OF TRUSTEES OF THE WABASH AND ERIE
CANAL.

Terre Haute, December 6th, 1847.

REPORT
OF THE
CHIEF ENGINEER,
DESCRIPTIVE OF
THE CONDITION OF THE CANAL AT THE
COMMENCEMENT OF THE TRUST.

OFFICE OF THE CHIEF ENGINEER, }
Terre Haute, Nov. 1, 1847. }

To the Board of Trustees of the Wabash and Erie Canal :

GENTLEMEN — Soon after the meeting of your Board in June last, I was furnished with a copy of a resolution adopted on the 19th of that month, in the following words :

“That the Chief Engineer be requested, so soon as his other duties will allow, to make a personal and particular examination of the finished canal, and of all the various structures thereon, such as locks, dams, culverts, bridges, &c., and that he submit to the Board a detailed report, descriptive of the exact condition of the canal and the structures aforesaid, at the commencement of the trust.”

In fulfilment of the duty required by this resolution, I have the honor to submit herewith a paper, (marked A.) giving a particular description of the Wabash and Erie Canal, and the various mechanical structures thereon, and showing, also, their condition on the 1st of July last.

For convenience of future reference, the locks, aqueducts, culverts, and road bridges, have been numbered in the order of their

location, commencing at the east line of the State. From this enumeration, it will be seen that on the whole line of the canal, as far west as Coal Creek, there are 37 lift locks, 7 guard locks, 10 dams, 10 aqueducts, 144 culverts, and 71 road bridges.

East of Fort Wayne, the canal was constructed with a minimum size of 50 feet width as the surface, and 5 feet depth. West of that place, 40 feet surface and 4 feet depth, are the established minimum dimensions.

The total length of navigable line, exclusive of feeders in 189 miles, extending from the State line to Lodi, at the crossing of Coal creek in Parke county.

At the commencement of the Trust, on the 1st of July, the date to which this description of the canal throughout is designed to apply, the division extending from Covington to Coal creek, was not fully completed; but a force was found operating thereon. The force was allowed to continue, and in the month of October this division was so far finished, as that the water was introduced throughout its whole length, and on the 27th of October, 1847, navigation was extended to Coal creek. The erection of a road bridge, the construction of a waste-way, and a shut guard bank, the raising of the berm bank through a part of the "bog," and the gravelling of $1\frac{1}{2}$ miles of towing path, still remain to be done; the cost of all which, as well as all expenditures heretofore made on this division up to 1st November, 1847, is chargeable, not to "repairs," but as items in the "construction" of the canal south of Covington.

In the description of all perishable structures, I have named the probable period at which each will require re-building — thus furnishing, in this descriptive report, the basis from which an approximate estimate can be made, of the sum required each year for this branch of the repairs.

It will be observed that timber, instead of stone, has been used in building most of the locks, culverts, and other mechanical structures. Excepting in such instances as the timber has been preserved from decay, by being placed under water, they will require re-building within the next two or three years. The cost of re-building these decayed wooden structures, will constitute a large proportion of the repair expenditures for some time to come.

In nearly every instance where timber was used in the construction of culverts, they were placed at such level, relatively with the bed of the streams, as that the timber is wholly submerged, and in this condition is not less durable than the best of stone.

The dams on the Wabash and Erie Canal, on which the regular and safe navigation so essentially depends, are found generally in a secure and promising condition. They were built upon the most permanent plan, (except the small one across the Wea,) and will answer the end of their construction for many years, without much expense.

In some instances where cut-stone locks were built, experience has shown that the stone used, is not sufficiently durable for a situ-

ation so exposed as the face of a lock wall. Several of these cut stone locks must be rebuilt within a few years, or be kept in such condition as will answer the purpose, by frequent and expensive repairs—a forcible admonition that the great expense of a cut stone lock, should be incurred only when the stone are known to be imperishable.

Inasmuch, as in the paper referred to, there is no description of the embankments of the canal, the fact of their having settled, on particular portions of the line, so low as very soon to require raising, should be here noticed. On the whole length of finished canal, there is as much as four or five miles of bank that should be raised, commencing with those points where the danger is most pressing.

In describing the mechanical structures connected with the canal, which need re-building, it will be perceived that road bridges are included. This item, however, does not belong to the repairs of the canal, and has not at any time heretofore, been included under that head. No contracts for re-building bridges have been made.

In any description of the canal, designed as an index to its future value, or as a guide in adopting measures that may augment its revenues and its usefulness to the country, the adequacy of the supply of water provided for the several divisions, is properly a subject for investigation and review.

Before proceeding with the consideration, in detail, of this vital question, it should be stated that the general fact of the failure of streams in their extreme low water flow, with the clearing up and cultivation of the country, has been fully realized in respect to the water courses of the Wabash Valley. Up to this period, a greater diminution has been noticed in the Wea and Shawnee creeks, than in most other tributaries, amounting, within the last nine years, to near *forty per cent.* The decrease in the low water discharge, and a corresponding increase in the floods, has, however, been noticed by all close observers, in respect to most of the streams from which feeders are drawn for the canal, as the country is changed from its natural state as a forest, and advances towards a high state of agricultural improvement.

Referring to the accompanying descriptive statement, it will be seen that the summit division, with the subordinate levels wholly dependent thereon, in each direction, is in length 52 miles, extending from the reservoir in Ohio to the forks of the Wabash. Adding to this the St. Joseph feeder, $6\frac{1}{2}$ miles nearly, with a portion of the line west of the forks, at times dependent on the summit, and it gives over 60 miles as the length of canal supplied from the summit level. To this must be added the demand for lockage water, which is a variable quantity, bearing always a direct proportion to the number of boats passing the summit.

To meet this demand, we have the feeder from the St. Joseph river—a very permanent stream, guaging never less than 4,250 feet per minute. This quantity furnishes for each mile about 70

feet per minute, from which, however, must be deducted the water used in the lockage of boats through the summit.

This quantity per minute being less than the usual allowance for canals, it has been anticipated heretofore, that an additional feeder would ultimately be required; and accordingly surveys have, in past years, been made under the authority of the State, showing that the deficiency when it shall occur, can be made up either by a reservoir in the valley of the Aboite river, or by a feeder from the St. Mary's river. The period when this additional feeder will be required, depends upon the increase of business, and the reduction that may take place in the low water flow of the St. Joseph river, through the clearing up of the forest and the draining of wet lands. During the past summer, this division of the canal has been fully supplied.

At the forks of the Wabash, a feeder from that river is received, which, with some aid in times of extreme draught from the St. Joseph feeder, supplies the canal to Lagro, a distance of 11 miles.

At Lagro, another feeder from the Wabash is introduced, which thus far, has furnished an adequate supply thence to Peru, distant near 21 miles.

By means of the dam at Peru, the waters of the Wabash, with those of the Mississinewa emptying in just above, are turned into the canal, furnishing a full supply to the crossing of the Wabash, a distance of about 36 miles. This division passes for a portion of the way, over a limestone formation, and wastes more than any other section of the canal. As much as 140 feet per minute per mile, is required to supply the leakage and evaporation.

The canal from the crossing of the Wabash to Lafayette, is amply furnished with water by that river, and the Deer creek and Wild Cat feeders.

South of Lafayette a sufficient supply has not been furnished. During the past summer and autumn, boats could take out but little over half a load. Even when the banks were in such a condition as to sustain three or four feet of water, it was found impracticable, with the utmost vigilance on the part of the superintendents, to fill the canal in the vicinity of Covington, above 2½ feet.

The insufficiency of water on this division, has caused much solicitude. Not only will it affect unfavorably the business of this immediate section of the State, but looking to the future navigation from the lake to the Ohio river, any obstruction on this central division, must operate as a burthen upon every boat that passes, affecting the interests of trade throughout the entire length of the canal. The revenue is also diminished by any imperfection in the navigation. Whatever resources may be at our command, that will aid in making up a full supply on this division, should be at once resorted to.

The location of the canal, and the kind of material forming the embankments, from Lafayette to Coal creek, are such as to require the maximum quantity of water usually allowed, or at least 100

feet per mile, per minute. On some portions, where the soil is gravelly, the leakage in future years will diminish, while along the rocky districts, time will have no such tendency. Considering the increased pressure upon the introduction of 4 feet water, we are not authorized to expect any material diminution in the leakage, compared with the past season.

From Lafayette to Coal creek, the length of line is near 51 miles, which, at the allowance of 100 feet per mile, gives as the demand per minute, (cubic feet,) - - - - - 5,100

Add to this the loss of water through the Perrysville side-cut, now very large, but may be reduced to (cubic feet,) - - - - - 500

Giving as the total demand, (cubic feet,) - - - - - 5,600

From Lafayette to Coal creek, the line can receive no feeders worth naming, except from the Wea and Shawnee.

From the Wea is received after supplying the unavoidable leakage through the dam and feeder, (cubic feet,) - - - 700
 From Shawnee say (cubic feet) - - - - - 300
 From Young's branch, perhaps (cubic feet) - - - 100

Total, (cubic feet) - - - - - 1,100

Which, deducted from the demand as shown above, leaves 4,500 cubic feet per minute as the quantity which, in extreme low water, must be drawn from the feeders above Lafayette.

No aid for this division is anticipated from the Coal creek feeder, for the reason that in dry seasons all its waters will be required south of that point.

The Lafayette level receives the waters of both Wild Cat and Deer creeks. These will afford some surplus after supplying this level. The excess, however, is not large. The greater part of the large deficiency on the lower part of the line, must be passed through the Lafayette level, from the Wabash Feeder at Delphi. Fortunately there is in this stream an abundant supply.

The only question that can arise in considering the subject of supply for the lower line, has reference to the practicability of passing so much water through the upper portions of the canal.

The Lafayette level is near 22 miles long, extending from the lock at Delphi to the one at the crossing of Wea. This level was constructed no larger than the established size of 40 feet surface, and, not anticipating so great a demand below, no unusual descent was given it. An inclination in the surface adequate to the passage of the greater quantity of water now required, can only be given by raising the canal surface, at the upper end, to five and one-half feet, or, perhaps, to six feet, above bottom. This involves the necessity of raising the Deer creek dam, the pool of which forms a part of

this long level. It will require 15 or 18 inches to be added permanently to the height of this dam.

The feeder from the Wabash is introduced on a level five feet above the level of the Deer creek pool. Yet, in order to pass this additional quantity of water through the canal and over the tumble of the Delphi lock, it is deemed necessary also to raise the Wabash dam 12 or 15 inches.

The canal near the lower end of this level, between Lafayette and the Wea lock, by the washing in of the sand and gravel from the bluff, has been so constructed in its cross section, that the required quantity of water cannot be passed through it. The experience of the past summer has fully demonstrated the inadequate width of this section. As a part of the plan proposed therefor, for supplying the line to Coal creek, the canal along the Wea bluff, and at other points adjoining, should be widened during the ensuing winter and spring, to the full width established by law, of 40 feet at the surface.

The passage of the enlarged quantity of water through the long level from the Wea lock to Attica, will require that the surface at the upper end of this level, be maintained at five feet above the bottom of the canal. To carry out this part of the plan, the Wea feeder dam must likewise be raised 10 or 12 inches.

With these modifications in the plan of the canal, and by restricting the use of the water at the Lafayette mills, during the dry season of the year, strong hopes are entertained that a sufficiency of water can be passed, to furnish a regular navigation with four feet water to coal creek. Until it can be demonstrated, however, by the experience of two or three summers, that we have at our command an adequate supply, great care should be exercised in the use of water on this division. Under no pretext should water be leased for hydraulic purposes, however small the quantity, nor should water, in any quantity, be suffered to waste at the waste-ways, or be drawn off by the common practice of inserting pipes in the towing-path. All subordinate or local interests will, doubtless, willingly defer their peculiar objects for the accomplishment, first, of the great and permanent object—that of securing for the Wabash Valley an uninterrupted and perfect navigation to the lake.

Respectfully submitted,

J. L. WILLIAMS,

Chief Engineer.

A.

Description of the Wabash and Erie Canal and the mechanical structures thereon, showing their condition on the 1st of July, 1847.

Commencing at the east line of the State, the first mechanical structure is a small culvert constructed of timber. The cross-section is of a rectangular shape, 10 feet wide by 18 inches in height. The whole of the timber is at all times under water, by which the air is excluded, and the structure thus rendered as permanent as if built of the most durable stone. This I designate culvert No. 1.

The next structure is lock No. 1, situated at Saylor's house, near one-half mile west of the State line. This lock is 7 feet lift, and built of timber upon what is called the *frame plan*. It will last some three years, which brings its renewal, say in 1850. The gates will probably require rebuilding at the same time.

Proceeding westward, the next structure is a small rectangular wooden culvert, (No. 2,) one mile from State line — the cross section 10 feet by 18 inches. The whole of this timber is likewise submerged, and therefore durable.

Next we find culvert No. 3, cross-section 10 feet by 18 inches, built of timber, the whole of which is submerged, and therefore permanent.

Culvert No. 4. Two miles from the State line — 10 feet by 18 inches — built of timber and submerged.

Culvert No. 5, is a submerged wooden culvert—cross-section 10 feet by 18 inches.

Culvert No. 6—10 feet by 18 inches, built of wood. The covering timber is partly exposed to the air. To raise the water permanently over it will cause the expenditure of about \$10.

Culvert No. 7—10 feet by 18 inches—of wood, and submerged.

The next structure in proceeding west, is the large wooden culvert for the passage of Garr creek, 11 miles east of Fort Wayne. This culvert (No. 8) is formed of three separate openings, each 12 feet wide and three feet high, built of wood. The whole of the timber is at all times below the water of the creek, and is therefore free from decay.

Culvert No. 9—of wood—10 feet by 18 inches—submerged.

Culvert No. 10—10 feet by 18 inches, formed of timber—submerged.

Culvert No. 11—built of wood—10 feet by 18 inches—submerged.

The next structure is lock No. 2—7 feet lift—8 miles east of Fort Wayne. This lock, like the one first described, is built of wood, on the *frame plan*, and will last three or four years. The gates must be rebuilt during the ensuing winter.

Culvert No. 12—over 7 mile creek—2 spans, each 12 feet by 3 ft., built of wood—and the whole of the lumber under water. The dam below the culvert is slightly worn down, and will require an expenditure of ten dollars to secure the culvert from decay.

Culvert No. 13—of wood—10 feet by 18 inches—submerged.

The next structure is road bridge No. 1, for the State road crossing at New Haven, which will need rebuilding in about two years.

Culvert No. 14, for the passage of six mile creek, consists of six spans—12 feet wide by 3 feet high, built of timber, the whole of which is submerged by means of a small dam below. At the upper end of this culvert the drift wood accumulates in time of floods, requiring a small annual expense in clearing it away.

Road bridge No. 2, will need rebuilding in 1850.

Culvert No. 15—a wooden culvert—6 feet by 18 inches—submerged.

Culvert No. 16—of wood—10 feet by 18 inches—submerged.

Culvert No. 17—same size—and built of the same materials—submerged.

Road bridge No. 3—at McDonald's mill—needs rebuilding in 1849.

Culvert No. 18—built of timber—10 feet by 18 inches—submerged.

Culvert No. 19—of wood—4 feet by 18 inches—submerged.

Culvert No. 20, of wood, 10 feet by 18 inches—submerged.

Culvert No. 21, built of wood, 6 feet by 18 inches—submerged.

Culvert No. 22, of wood, 10 feet by 18 inches—submerged.

The next structure is lock No. 3, which is the first lock east of the summit, and terminates the summit level in that direction. It is 6½ feet lift and is built of *cut-stone*—the stone seem to have withstood the action of the frost very well, much better than most other stone locks on the canal. It may be considered a good and permanent lock for some years to come. The gates will need renewing during the ensuing winter. This lock is 1 mile east of Fort Wayne.

Road bridge No. 4, at Hanna's mill, will need re-building probably in 1849.

Culvert No. 23. This is a small rectangular culvert built of stone.

Road bridge No. 5, for the State road crossing the Maumee at the junction of the St. Joseph's and St. Mary's rivers, and just at the site of Wayne's Fort. This bridge will need re-building in 1848.

Culvert No. 24, at Barr street built of wood, 4 feet by 2—not fully submerged.

Road bridge No. 6, for the crossing of Barr street, in the town of Fort Wayne. This bridge has recently been rebuilt by the town authorities and citizens and will probably last for 8 years, without much further cost. One new floor will be required within that time.

The next structure is culvert No. 25, at Clinton street, 4 feet by 18 inches, of wood—submerged.

Road bridge No. 7, at Calhoun street. Rebuilt in 1846 at the expense of the citizens. Permanent for 8 years, with the expense of one new floor within that time.

Culvert No. 26, for the passage of a run in the town of Fort

Wayne, 12 feet by 3, of wood—submerged. This culvert is under a basin and is twice the usual length.

Road basin at Ewing street, No. 8, will last some 4 or 5 years, say till 1851.

Culvert No. 27, near Ewing's warehouse, a stone arch of 6 feet chord in good condition.

The next structure is aqueduct No. 1, over the St. Mary's river, of two spans, each 80 feet in the clear. The trunk is of timber, 17 feet wide, suspended by means of iron rods to the arches and truss frame. The weight of the trunk, is sustained by arches made of thin inch oak plank footing on a chord of similar construction. The arches and chords are attached to, and firmly connected with a strong truss frame of oak timber. The chords rest on the coping, at a height of six feet above the canal bottom, so that every part of the structure, excepting merely the trunk, is quite above the water in the canal, and by being roofed and weather boarded is secured against decay. The piers and abutments are of cut stone masonry. The abutments, though strongly built, were imperfectly grouted and puddled, and from this cause are liable to leakage. Constant watchfulness will be required for a time to guard against a breach around the abutments, which might be caused by this imperfection. Some additional protection of stone is required around the foundations, to guard against undermining by the floods. Owing to a sudden curve in the canal at the west end of the aqueduct, cribs of timber filled with stone must be erected to prevent injury from the concussion of boats. Besides these small expenditures there is reason to anticipate but little expense at this point for ten years to come. The whole structure was newly erected in 1845-6.

About a half a mile west of the St. Mary's aqueduct the St. Joseph feeder is received, the structures connected with which will be described in another part of this report.

Near the mouth of this feeder is a bridge (No. 9) used for the purpose of crossing the towing-path, which here changes from the north to the south side. This bridge is nearly new, and will need re-building probably not before 1854.

Bridge No. 10, for crossing of Yellow river road, should be rebuilt during the ensuing year.

The safety of the summit level during floods, required that a set of waste gates be erected during the ensuing winter at a point one half mile west of the mouth of the feeder.

Culvert No. 28, one and a half mile west of Fort Wayne, built of wood, 6 feet by 18 inches—submerged.

Culvert No. 29, near east end of wet prairie, of wood, 2 spans each 10 feet by 18 inches. The bed of the stream below this culvert requires raising 6 inches, at a cost of about \$10, for the purpose of submerging the timber and rendering it durable.

Five miles west of Fort Wayne, the canal crosses Marais Du Perches, by means of a towing path bridge, with a waste-wier and sliding gates for the passage of its floods. This structure is much

decayed and must be rebuilt, or a different structure submitted for it within the next year.

Culvert No. 30, 7 miles west of Fort Wayne, 10 feet by 18 inches, of timber—submerged.

Culvert No. 31, of wood, 2 spans, each 10 feet by 18 inches—submerged.

Culvert No. 32, of wood, 10 feet by 18 inches—submerged.

Road bridge No. 11, at Mrs. Vermilya's nearly new, may last 7 years.

The next structure is aqueduct No. 2, over the river Aboite, of four spans, each 28 feet clear. The trunk is of wood resting on two abutments and 3 piers, all of good cut stone masonry. This structure is entirely new, having been rebuilt in 1846, and will probably require but little expense for 8 or 10 years to come.

Not far below the aqueduct is road bridge No. 12, nearly new, may last 8 years.

Culvert No. 33, 12 miles west of Fort Wayne is built of wood, 10 feet by 18 inches—submerged.

The next structure is Culvert No. 34, a large wooden culvert over Calf creek, of 2 spans, each ten feet wide and five feet high, of rectangular shape. The covering timber of this culvert has been exposed to the air since its erection in 1833 and must be partially decayed, still it has strength enough to sustain the weight, if the decay were now checked. I would therefore recommend that a dam, be erected just below the culvert and made water-tight, so as to submerge the whole structure. This may cost \$100, but will be far more economical than a renewal of the whole culvert which, otherwise, will be necessary within 2 or 3 years.

Culvert No. 35, is of timber, 10 feet by 18 inches—submerged.

Culvert No. 36, over Cow creek. This is a large wooden arch of 18 feet chord, semicircular. A structure of this size and shape could not be submerged, and the arch timbers have therefore been exposed to the air. Experience shows however, that timber thus situated under a moist bank of earth, is not subject to rapid decay, and it is believed that this arch may stand 3 or 4 years longer, when it should be rebuilt of cut stone. The head walls will need some repairs within two years.

The next structure is lock No. 4, 15 miles west of Fort Wayne, This is the first lock west of the summit, and terminates the summit level. It is 10 feet lift, built upon the *wooden frame plan*. It was renewed about 4 years ago, is now in good order, and will last probably 4 or 5 years longer without much expense—gates will last 3 years.

Not far below this lock is road bridge No. 13, which will last 6 or 7 years.

Culvert No. 37, 10 feet by 18 inches, of wood—submerged.

Road bridge No. 14, at Port Mahon. This is a longer and more costly bridge than ordinary. It will stand 2 or 3 years but the planking should be renewed during the ensuing winter.

Culvert No. 38, of wood, 10 feet by 18 inches—submerged.

Culvert No. 39, opening 10 feet by 18 inches, built of timber—submerged.

Culvert No. 40, of wood, ten feet by eighteen inches—submerged.

The next structure is aqueduct No. 3, over Bull creek. It has one span of 28 feet, the trunk is of wood, and rests on two stone abutments. The trunk was built anew, two years since, is in good order, and will last for seven or eight years. The masonry is not very perfect, but will probably stand and answer the purpose for several years to come. It is about five and a-half miles east of Huntington.

Culvert No. 41, 10 feet by 18 inches, built of wood and submerged.

Road bridge No. 15, 4 miles east of Huntington, is the next structure—will need re-building in 1848.

Culvert No. 42, 10 feet by 18 inches of timber—submerged.

Culvert No. 43, 10 feet by 18 inches of wood—submerged.

Aqueduct No. 4, over Flint creek, one-half mile east of Huntington, is the next structure. It has one span of 28 feet—trunk of wood—abutments of stone, but of imperfect quality, yielding to the action of the weather. This masonry will doubtless require some repairs within two or three years. The trunk is nearly new and may last seven years.

Within the town of Huntington, there are two road bridges crossing the canal, Nos. 16 and 17, both of which need re-building during the ensuing year.

Commencing at the upper part of Huntington, and between that point and the feeder introduced from the Wabash, below the forks, a distance of two miles, there are six locks, numbering 5, 6, 7, 8, 9, and 10, counting from the State line; each of which is nine feet lift, excepting Nos. 6 and 7, which are of 8 feet lift. One of these locks, No. 7, is constructed upon what is called the *combined or composite plan*; the walls of this lock are good, and the plank facing, having been renewed some four years since, will stand without expense for five or six years more, when it must be renewed. The other five locks may all be described under one statement. They were built upon the *wooden crib plan*—the cribs filled with earth, gravel and stone, and faced with two inch plank. They were constructed in 1835, and the timber is of course, considerably decayed. The upper course in places, and in some places the two upper courses, have been renewed. By renewing the remainder of the two upper courses, and in some parts, the third course, during the ensuing winter, it is supposed these locks may last for two seasons more, but after that must be re-built. Between this time and the spring of 1851, the expense of re-building these five locks must be increased. It is proposed to re-build them upon the *combined or composite plan*, using undressed but strong and durable stone, laid on dry walls—the face of the walls being made water tight by a lining of plank. The cost of re-building a lock on this plan, including the removal of the old structure, will be about \$5,000. The repairs proposed to be made during the ensuing

winter, will probably cost \$150, to each of the five locks. Besides this, there is in all this flight of locks, one full set of lock-gates required to be built the ensuing winter, the other gates are all nearly new and will last perhaps four years.

The next structure is the Wabash dam No. 1, erected across this river one-half mile below the mouth of Little river, generally known as the "Forks," for the purpose of a feeder. This dam is 220 feet long and 10 feet high, formed of cribs filled with stone, resting on a solid rock bottom. It is in a safe condition excepting the abutments, which being built of timber, are much decayed requiring renewal before the return of winter. The culvert and head-gates by which the feeder is introduced into the canal, have just been re-built and are in good order. This feeder is three chains long.

Just below this dam, is road-bridge No. 18, which may last five years.

The next structure is the dam across Clear creek, through the pool of which, the canal is taken across this stream. It is 163 feet long and 6 feet high, on a rock bottom. The abutments are of wood, and will need re-building within two years. The towing-path across Clear creek, has been recently re-built and will last for seven or eight years, unless carried off by the creek flood.

A few rods below Clear creek, a flood-gate has been constructed in the towing-path which is opened during high water, for the security of the canal. It is built upon "English's patent," with permanent stone abutments.

Culvert No. 44, built of timber 10 feet by 2 feet—submerged.

Culvert No. 45, a large arch for the passage of Woodworth's creek, four miles west of Huntington. The arch is a semi circle of 24 feet chord, built of timber. With some repairs to the head walls, this structure will last three or four years, when it must be re-built of cut stone.

Lock No. 11, is situated a few rods west of the above described arch. It is upon the *wooden crib plan*, of six feet lift, though the walls are of an equal height with an eight feet lift, as a guard against the floods of Clear creek. The four upper courses of this lock, with the entire set of gates and the hollow quoin posts, require renewal during the ensuing winter. With this immediate expenditure, the lock will last till, say, 1850.

Culvert No. 46, 4 feet by 2—can be submerged for \$2.00.

The next structure is a long waste wier to discharge the floods of Clear creek—a breast wall and sides built of timber, will last seven years.

Culvert No. 47, of wood, 2 spans, 10 by 2 feet—submerged.

Waste weir, 70 feet long—timber breast and side walls, may last six years.

Flood-gates built upon "English's patent," with stone abutments.

Culvert No. 48, is a rough stone arch of six feet chord, sprung from abutments 2½ feet high.

Road-bridge No. 19, will require re-building in 1849.

Culvert No. 49, of wood, 2 spans 10 feet by 2 feet—submerged.

Culvert No. 50, of wood, 10 feet by 2 feet—submerged.

Culvert No. 51, of wood, 10 feet by 2 feet—submerged.

Culvert No. 52, of wood, 2 spans, 10 feet by 2 feet—submerged.

Lock No. 12, 8 feet lift, built of *cut stone* from the Salamania quarry. These stone are not sufficiently durable to answer in a situation so exposed as the face of the lock, and are beginning to fail under the action of the weather. With some repairs occasionally, the lock may be made to last a number of years. The gates will need re-building in 1850.

Culvert No. 53, of wood, 10 feet by 18 inches—submerged.

Lock No. 13, 7 feet lift, of *cut stone*. The description of lock No. 12, just preceding will apply to this. Gates will need renewal in 1850.

Road-bridge No. 20, will last two years.

Culvert No. 54, for the passage of Lagro creek, two arches, each 11 feet chord, built of stone. The stone are not of a durable quality, yet being less exposed than in a lock, this structure may be considered permanent for a number of years to come.

Locks Nos. 14 and 15, situated in the town of Lagro, each six feet lift, built of *cut stone*. The stone procured from Salamania quarry. In certain portions of the wall, the stone are beginning to decay. The locks being of small lift, will doubtless answer the purpose for many years. The gates of both locks need renewal in 1850.

Just below lock No. 15, the feeder is introduced from the Wabash River, by a set of wooden culverts and head gates, placed under the towing path, the culverts being under water. The head gates are in good order.

Wabash dam No. 2, erected for the purpose of this feeder, is situated immediately at the town of Lagro. It is 280 feet long, and 7 feet high, resting on a rock bottom, and formed of cribs filled with stone. The abutments are of stone, and the whole structure is permanent and in good condition, with the exception of a wing to the south abutment, which is of wood, and will need rebuilding in 1849.

Road bridge No. 21, just below the dam, will last 5 years.

Culvert No. 55, of timber, 3 spans, 12 feet by 2½ feet—submerged.

Culvert No. 56, of timber, 2 spans, 12 feet by 2½ feet—submerged.

Culvert No. 57, of timber, 10 feet by 2 feet—submerged.

Culvert No. 58, of timber, 8 feet by 2 feet—submerged.

Culvert No. 59, of timber, 10 feet by two feet—submerged.

Flood gates with stone abutments, in good condition.

Road bridge No. 22—nearly new.

Road bridge No. 23. This will last two years; it is of extra length.

Lock No. 16, in the town of Wabash, 9 feet lift, of *cut stone*. The stone of which this lock is built are very imperfect, and wholly unfit for lock masonry. By frequent repairs, this lock may be made to

stand eight or ten years. The wing wall forming the tumble, **has** fallen down and must be repaired during the ensuing winter. **Gates** will need rebuilding in 1850.

Culvert No. 60, a rough stone arch of 8 feet chord—badly constructed.

Culvert No. 61, a rough stone arch, 8 feet chord—imperfectly built. This culvert and the one last described, are insufficient in capacity for the passage of the floods. Injury to the embankments frequently occurs from this cause.

The next structure is flood gates with stone abutments.

Culvert No. 62, of wood, 5 spans, 12 feet by $2\frac{1}{2}$ feet—submerged.

Road bridge No. 24 will last two years.

Culvert No. 63, an arch of 6 feet chord, built of rough stone; both the material and workmanship are imperfect. It may last 10 or 15 years, but is liable to fall at any time.

Lock No. 17, 6 feet lift, of *cut stone*. The quality of the stone, and probable durability of the lock, are well represented in the description just given of lock No. 16; gates will last two years.

Culvert No. 64, of wood, 10 feet by 18 inches—submerged.

Culvert No. 65, 12 feet by $2\frac{1}{2}$ feet, built of wood—submerged when there is water in the creek. It is no doubt permanent for 10 or 15 years.

Culvert No. 66, of wood, 10 feet by 18 inches—submerged.

Culvert No. 67, of wood, 12 feet by 3 feet—submerged.

Culvert No. 68, of wood, 2 spans, 10 feet by $2\frac{1}{2}$ feet. The whole of the timber may be submerged by an expenditure of \$5 00.

Lock No. 18, six feet lift, built of timber, upon the *wooden crib plan*. By renewing the two top courses, the lock may last 4 years; gates will need renewal in two years.

Culvert No. 69, of wood, 3 spans, 12 feet by $2\frac{1}{2}$ —submerged.

Road bridge No. 25, will last 2 years.

Culvert No. 70, of wood, 3 spans, 12 feet by $2\frac{1}{2}$ —submerged.

Lock No. 19, 6 feet lift, of *cut stone*. Stone not durable, beginning to yield to the action of the weather. With some repairs, may last 8 or 10 years; gates need renewal in 1849.

Lock No. 20, six feet lift, of *cut stone*, the stone from the same quarry with those just described. The upper courses of one wall, for 2 or 3 feet in height is much dilapidated, and partly removed. This should be repaired during the ensuing winter. The gates will last 2 years.

Just below lock No. 20, a feeder is introduced from the Wabash River. This feeder is 15 chains in length, and at its mouth is a guard lock with cut stone abutments, built for the purpose of passing rafts and other floats from the river into the canal, and also to regulate the flow of water. The feeder is partially filled with drift wood, which must be removed. The lower gates of the guard lock must be renewed next winter.

Wabash dam No. 3, at the town of Peru, erected for the purpose of the feeder just described, is 400 feet long and 11 feet high. A

part of this structure is on rock bottom, and part on a coarse gravel. The foundation up to low water is formed of brush and trees, covered with an apron of hewn timber, on which is erected a timber crib filled with stone. This dam may be called a safe and permanent structure, with the exception of the abutments, which are of timber and much decayed. One abutment must be renewed during the present summer, and the other during the next season. A portion of the covering timber, on the lower slope for 20 feet in length, has been washed off, and must be renewed during the present low water.

In the guard bank which extends from the dam abutment to the guard lock, and which forms the lower bank of the feeder, there is a series of large wooden culverts, with sliding gates at the upper ends. This structure was erected to pass the surplus water from the pool of the dam to the mills below. It is now found to be in bad condition, the water leaking through and around it. Some expenditure for repairs will doubtless be required during the ensuing year.

Just below the mouth of the feeder is road bridge No. 26, will last 4 years.

Road bridge No. 27, for the crossing of Broadway, in the town of Peru, requires at once certain repairs, equal to half the cost of a new bridge.

Road bridge No. 28, at Col. Reyburns, must be rebuilt in 1848.

Culvert No. 71, of wood, 6 feet by 18 inches—submerged.

Culvert No. 72, of wood, 3 feet by 1 foot high—submerged.

Culvert No. 73, for La Fontaine's creek. This is a cut stone arch, 15 feet chord, recently rebuilt of stone from the Georgetown quarry. The stone are of excellent quality, and the arch is perfect. The head walls are unfinished, though the stone are prepared for this purpose. To finish the work will cost \$50.

Culvert No. 74, of wood, 12 feet by 2 feet, not entirely submerged, but may be permanently covered with water by an expense of \$15. This should at once be done.

The next structure is lock No. 21, 8 feet lift, 4 miles below Peru. This lock is built upon the *wooden frame plan*, was erected in 1837. The caps and upper timbers are decayed, by renewing which, the lock will answer one or two years longer. Gates will last 4 years.

Culvert No. 75, of wood, 10 feet by 18 inches—submerged.

Road bridge No. 29 will need rebuilding in 1849.

Road bridge No. 30, at Lewisburgh, should be rebuilt in 1848.

Lock No. 22, 7 feet lift, built upon the *wooden frame plan*. The frame work and the crib down to the water of lower level, must be renewed during the ensuing winter. The gates must be rebuilt immediately.

Culvert No. 76, rough stone arch, 8 feet chord.

Road bridge No. 31 will last 4 years.

Culvert No. 77, of wood, 10 feet by 18 inches—not entirely submerged. To place it permanently under water will cost \$10.

Culvert No. 78, 6 feet chord—arch built of rough stone. It is imperfect and probably will have to be rebuilt of better stone in a few years.

Flood gates, with wooden abutments, solid rock bottom—must be rebuilt in 1849.

Culvert No. 79, of wood, 10 feet by 18 inches—submerged.

Lock No. 23, 8 feet lift, built upon the *combined plan*—will require new caps, with new uprights, and planking from the top three feet down, during the ensuing winter. The gates must be renewed in 1849.

Road bridge No. 32, requires two new stringers and half new floor, with this repair it will last six years.

Culvert No. 80, of wood, 10 feet by 18 inches—submerged.

Culvert No. 81, of wood, 6 feet by 18 inches—submerged.

Culvert No. 82, of wood, 6 feet by 18 inches—submerged.

Culvert No. 83, a very small wooden culvert put in as a land drain—submerged.

Culvert No. 84, of wood, 10 feet by 18 inches—submerged.

Culvert No. 85, of wood, 6 feet by 18 inches—submerged.

Lock No. 24, 7 feet lift, built of *cut stone*—imperfectly made—leaks very much—with some repairs it may answer the purpose of a lock for many years. The gates will last three years. This lock is in the town of Logansport.

Aqueduct No. 5, over Eel river—wooden trunk of 5 spans, 40 feet each, resting on stone abutments and piers, built on solid rock foundation. The stone of durable quality. The trunk was rebuilt last year and the whole structure may be considered permanent for 8 or 10 years to come.

Within the town of Logansport there are three Road bridges Nos. 33, 34, and 35, all of which need rebuilding within the next year. Culvert No. 86, of wood, 10 feet by 18 inches—submerged.

Lock No. 25, lift 9 feet built of *cut stone*. The stone from Lasselle's quarry, of very inferior quality, soft and perishable, wholly unfit for lock walls. The walls of this lock are much dilapidated—the portion of wall from the lower gates around to the end of the wing walls, will probably require to be rebuilt next spring at a cost of some \$2,500. Other portions must be renewed soon, until the whole walls are rebuilt. The gates will last two years.

Road bridge No. 36, must be rebuilt during the next winter.

Lock No. 26, 9 feet lift, of *cut stone*, from the same quarry with that in the lock just described. The wall below the lower gates was rebuilt of good stone, during the last winter and spring. Some further repairs will be required next winter, and within a few years the entire balance of the lock wall must be rebuilt. Gates one year old.

Culvert No. 87. Rough stone arch—8 feet chord built of imperfect stone. The arch leaks considerably but may stand for several years.

Culvert No. 88, 10 feet chord—the arch was built last winter of

cut stone from the Georgetown quarry, of excellent quality ; head wall at lower end not built—to finish the work will cost \$75.

Culvert No. 89, to pass water to Lessell's mill, of wood—submerged.

Culvert No. 90, of wood, 10 feet by 18 inches—submerged.

Road bridge No. 37, with new floor may last three or four years.

Culvert No. 91, at the Georgetown stone quarry, built of wood, 2 spans 12 feet by 2 feet—to submerge it fully will cost \$10

Culvert No. 92, of wood, 6 feet by 18 inches—submerged.

Culvert No. 93, a small wooden culvert—submerged.

Road bridge No. 38, should be rebuilt in 1849.

Aqueduct No. 6, over Crooked Creek, one span of 28 feet resting on stone abutments. Trunk of wood—must be rebuilt during the ensuing winter.

Lock No. 27, 8 feet lift, built of cut stone from Georgetown quarry. The stone are durable but the workmanship very imperfect. The gates are two years old.

Road bridge No 39, may last three years.

Culvert No. 94, of wood, 2 spans, 12 feet wide and 2 feet high—submerged.

Culvert No. 95, of wood, 6 feet wide, 18 inches high—submerged.

Road bridge No. 40, will last 3 years.

Culvert No. 96, of wood, 6 feet by 18 inches—submerged.

Culvert No. 97, 8 feet by 18 inches, of wood—submerged.

Road bridge No. 41—will last 3 years.

Culvert No. 98, of wood, 6 feet wide by 18 inches high, not entirely submerged.

Culvert No. 99, of wood, 2 spans each 10 feet by 18 inches high—submerged.

Culvert No. 100, over Burnett's Creek, an arch of 20 feet chord, built of hammer-dressed stone—in good repair excepting the ring stone at each end, a part of which are of soft stone and are falling to pieces.

Lock No. 28, 10 feet lift, built upon the *combined plan* the plank facing renewed last winter—the gates also new.

Road bridge No. 42, will last two or three years.

Lock No. 29, 9½ feet lift, built upon the *combined plan*, needs immediately new caps and new planking for 3 feet next the top—gates are new.

Road bridge No. 43, will last 3 years.

Culvert No. 101, of wood, 10 feet by 18 inches—submerged.

Culvert No. 102, of wood, 10 feet by 18 inches—submerged.

Lock No. 30, 7 feet lift, built upon the *wooden crib plan*. During the ensuing winter the top course and part of the 2nd course, with some of the upper planking should be renewed ; with these repairs this lock may last 4 years. Gates one year old.

Road bridge No. 44, will last two years.

Culvert No. 103, of wood, 6 feet by 18 inches—submerged.

Culvert No. 104, for the mill race of saw mill at Rattlesnake,

built of wood, 8 feet by 2 feet. The covering timber of this culvert cannot be submerged without backing on the saw mill wheel. It will require renewal in 5 or 6 years.

Road bridge No. 45, will last two years.

Culvert No. 105, over Rattlesnake Creek, 2 arches each 15 feet chord, built of timber. The arches will last 4 or 5 years. The head walls will need some repairs within three years.

Culvert No. 106, of wood, 6 feet by 18 inches—submerged.

Lock No. 31, 8 feet lift, built upon the *wooden crib plan*—with some slight repairs may last 3 years. The lower gates need renewal in 1849. The upper gate is upon "*English's patent plan*," which is submerged.

Lock No. 32, 9 feet lift, built upon the *wooden crib plan*, with some repairs may last 3 years—gates renewed last year. This is the outlet lock connecting with the slackwater at the crossing of the Wabash.

Towing path and road bridge across the Wabash River at the head of the slackwater. The superstructure is built upon "*Long's patent*," weatherboarded and roofed, and is in all respects permanent. The spans are as follows: 3 spans each 94 feet clear, 1 span 105 feet clear, 1 span 70 feet clear, and one span 43 feet clear for a draw, in all 6 spans. The bridge rests upon 5 piers and two abutments, formed of durable masonry. The stone procured from the Georgetown quarry and the workmanship good.

The next three miles of the canal are formed by the slackwater in the Wabash river, created by the feeder dam opposite Delphi, with a towing path constructed on the east bank.

Along the slackwater there are four small wooden culverts, Nos. 107, 108, 109, and 110, constructed under the towing path—all of which are submerged.

The next structure is the Wabash guard lock, constructed at the entrance of the canal, where it leaves the slackwater. It is constructed of wood upon the *crib plan*—will need renewal in 1849. The gates will last five years, being new.

Just below the guard lock is Road bridge, No. 46, used also for changing the towing path from the north to the south side of the canal—will require rebuilding in two years.

Road bridge, No. 47, crossing the canal where it occupies the Delphi bayou. This bridge is three times the common length. Will need rebuilding in two years.

Road bridge, No. 48, at Bowles and Colten's warehouse, double length, will last one year.

Road bridge, No. 49, at Delphi, will need rebuilding in 1848.

Lock, No. 33, five feet lift—the walls of extra height to guard against the Wabash floods. Built of wood upon the *crib plan*—will last three years; gates will also last three years.

Wabash dam, No. 4, opposite Delphi, is 590 feet long and 12 feet high from low water. It is constructed by means of timber crimps—slopes of three to one on the upper and lower sides—filled with stone—the whole resting on rock bottom. The abutments are of

timber; the north abutment must be rebuilt during the low water of 1848; and the south abutment during the low water of 1849. This dam answers the double purpose of forming a pool in which the canal crosses from the north to the south side of the Wabash, and also of furnishing the chief supply of water from this point to Coal creek, a distance of over 70 miles. In order to pass forward so large a quantity of water, this dam will require raising permanently about one foot. The stone filling is washed out of a small portion of the crib on the lower side, and should be replaced. These improvements and repairs should be made during the low water of 1848.

The next structure is Deer creek dam, erected for the double purpose of a feeder and of forming a pool in which the canal crosses this stream; length 170 feet; height 10 feet from low water; formed of cribs filled with stone, resting on a foundation of brush and trees; abutments built of wood and will require renewal in 1849. The dam may be considered a safe and durable structure. The pool of this dam forms the upper end of the Lafayette level, and the plan proposed of passing through this level a greater quantity of water for the canal to Coal creek, involves the necessity of adding 15 or 18 inches permanently to its height. Bed of the creek at the dam is sand.

Towing path bridge across Deer creek, a simple wooden structure about 10 feet wide, uncovered, resting on one stone pier in the strongest current, and three timber bents—the bridge is in good order, but the portion which is of timber will require rebuilding in five or six years.

Deer creek guard lock—built of timber upon the *wooden crib plan*—may last until 1850; gates need rebuilding before the winter floods.

Culvert, No. 111, over Shaker run, of wood—two spans, each 12 feet by 3 feet—submerged.

Guard lock at Kites, designed to guard against extreme floods in the Wabash when the river is admitted to flow in—built of wood; the cribs will last perhaps four years, gates two years. To pass the enlarged quantity of water some additional sliding gates must be placed in the main gates during the ensuing winter.

Culvert, No. 112, of wood, 9 feet by 18 inches—submerged.

Culvert, No. 113, of wood, 6 feet by 28 inches—submerged.

Culvert, No. 114, of wood, 9 feet by 18 inches—submerged.

Culvert, No. 115, of wood, 9 feet by 18 inches—submerged. Each of the last named four culverts is banded with iron, as security against the upward pressure in time of high floods, when the river is higher than the canal.

Road bridge, No. 50, at Americus, will last one year.

Culvert, No. 116, of wood, 6 feet by 18 inches—submerged.

The next structure is Sugar creek culvert, No. 117, a large wooden arch of 24 feet chord; the arch springing from the slate rock, in good condition—will last five years, when it must be rebuilt of cut

stone. Head walls may need some repairs within two or three years.

Just above Sugar creek a small wooden culvert was constructed for the passage of a mill-race. The mill having been abandoned, the culvert may be dispensed with. It is therefore not numbered.

Culvert, No. 118, over Buck creek, of timber, 4 spans, 12 feet by 3 feet, in good order—submerged.

Culvert, No. 119, 2 spans, 10 feet by 18 inches—submerged.

Flood gates near Wild Cat, abutments of wood, not in good order; may last two years.

Wild Cat dam, erected for the purpose of a feeder, and also to raise a pool, in which the canal crosses this stream, 221 feet long and 13 feet high from low water. The dam is formed by means of cribs filled with stone, resting on foundation of brush and trees. The bed of the creek is formed of sand and gravel. This dam is in good and safe condition; abutments of wood, and will require rebuilding, one in 1849 and one in 1850.

On each side of Wild Cat, a guard lock is constructed to protect the canal from the floods, built of wood upon the *common crib plan*. The guard lock on the north side of the creek, is too low, the walls at the upper gates must be raised four feet during the present summer. One pair of the gates to be renewed this season, the other pair will last three years. On the lower end of this lock, is a small bridge on which the towing-path is crossed—will last three years. The walls of the guard lock will need renewing within three years.

Guard lock on south side of creek, constructed in the same manner as the other, was injured by the high floods of last winter, but since repaired—may last two years. Upper gates will last four years, lower gates will last two years.

Adjoining this guard lock, a set of culverts are placed under the guard bank with sliding gates at the upper end, through which the feeder is passed, the culverts are submerged, the whole structure recently re-built, having been washed out by the great flood of last winter.

Towing-path, and road bridge across the Wild Cat, this structure was washed away by the floods of last winter. In May last, a contract was made, by the State officers for building a new bridge upon "Long's patent," of 160 feet clear span, resting on permanent stone abutments. The total cost will be about \$6,500, and must be paid for in the expenditures of 1847-'8.

Culvert No. 120, of wood, 10 feet by 18 inches—submerged.

Road-bridge No. 51, used also for crossing the towing-path from the south to the north side, must be re-built in 1848.

In the town of Lafayette, are several street bridges, on two of which, State or county roads are said to cross, these bridges, Nos. 52 and 53 should be re-built during the coming year.

Culvert No. 121, below the paper mill, of wood, 2 spans, 8 feet by 18 inches, not submerged, to place the timber permanently under water, will cost \$20.

Culvert No. 122, near large pork-house, 6 feet by 12 inches, not submerged—an expense of ten dollars will place it under water.

Guard lock for the protection of the Wea Bluffs, the necessity for this lock will not much longer exist, and therefore it will not require renewal.

Culvert No. 123, for Durkees Run, of wood, 3 spans, 11 feet by 3 feet, not fully submerged—an expenditure of \$15 00 required for this purpose.

Aqueduct No. 7, over Wea creek, 3 spans 32 feet each, abutments and piers as well as the trunk, constructed of timber. The foundation was undermined by the great flood of last winter, and the piers were settled as much as two feet. The trunk has been raised to the proper level and the foundation secured with brush and stone. Whether the work will stand in this condition, it is impossible to say, the timber will last six or seven years, when the trunk must be renewed upon the present plan and the abutments and piers re-built of stone.

Lock No. 34, 10 feet lift, is located just south of the Wea aqueduct. It is built of timber upon the *frame plan*, the workmanship very imperfect and wholly unsuitable for canal structures. Owing to the imperfect manner of its construction, this lock with its gates, will probably last but three or four years.

Just below the lock a feeder is introduced from the Wea, it is 25 chains long, constructed with 15 feet width at bottom, the banks of this feeder should be raised one foot throughout to keep out the floods.

Wea feeder dam is built upon a temporary plan, being formed wholly of brush and gravel, and will require a small annual expenditure to keep it at proper height, it is about 200 feet long and raised $4\frac{1}{2}$ feet above low water.

To pass through the long level from Wea to Attica, the large quantity of water required below, the upper end of this level must be kept at the height of five feet above bottom. To meet this requirement, one foot in height must be added to the Wea dam, and this expense, together with the raising of the feeder banks, must be incurred in 1848.

Culvert No. 124, of wood, 11 feet by $2\frac{1}{2}$ feet—submerged.

Road bridge No. 54, at Granville, will last seven years.

Road bridge No. 55, two miles below Granville. Of this bridge the embankments only are completed, the wood work under contract at \$250, which will be paid in the expenditures of 1848.

Culvert No. 125, of wood, 2 spans, 10 feet by 2 feet—submerged.

Aqueduct No. 8, over Flint creek, 2 spans, 32 feet each, trunk of wood, resting on one pier and two abutments, also built of timber, the workmanship imperfect, but the structure will last probably six years, when the whole must be re-built, the trunk with timber and the abutments and piers with stone.

Road bridge No. 56, may last seven years.

Culvert No. 126, 2 spans, 10 feet by 2 feet of wood—submerged.

Culvert No. 127, over Young's branch near Maysville, of timber, 4 spans, 10 feet by 3 feet—submerged.

The waters of Young's branch, are received into the canal by a small feeder six or eight chains in length. The dam across the stream is 60 feet long and two feet high, built of timber.

Road bridge No. 57, for road leading to Independence, will last five or six years.

Culvert No. 128, over the stone quarry branch, of wood, 10 feet by 2½ feet will require an expense of \$10, to submerge it.

Culvert No. 129, in Attica, of wood, 2 spans, 10 feet by 2 feet—submerged.

In Attica, there are two road bridges, Nos. 58 and 59—will last five or six years.

An agreement was made by the State officers, and not yet fulfilled, to erect a bridge in the upper part of Attica, in commutation of damages—the cost will be about \$400.

Lock No. 35, 6-20 feet lift, of timber, built upon the *frame plan*, this lock appears to be well built and in good condition, may last six or seven years, the gates will last three years. The large horizontal braces were left out in building this lock and must be immediately added.

Road bridge No. 60, for Williamsport road, will last six years.

Culvert No. 130, of wood, 11 feet by 2½ feet—submerged.

Road bridge No. 61, may last six years.

Aqueduct No. 9, over Shawnee creek, one span of 80 feet clear. The trunk and superstructure are upon the same plan with aqueduct No. 1, over the St. Marys, to the particular description of which reference is here made. Abutments are of cut stone masonry, the whole work appears to have been well constructed, and may be considered permanent, excepting the trunk, which will need renewal once in 10 years; as a further exception to this remark, it should be stated that the chords on which the whole structure depends are deemed insufficient in strength, and I have advised that additional strength be given it, by adding a strong iron chain or bar extending the length of the chord, and attaching to each foot of the arch. The expense may be \$300, and will be paid in the expenditures of 1848.

At the south end of this aqueduct, the Shawnee feeder is received. It is near one-half mile in length and 12 feet wide at the bottom.

Feeder dam across Shawnee creek, 80 feet long and 8 feet high, built upon the usual crib plan, is in good condition and may be considered a safe structure. The abutments are of timber and may last seven or eight years.

Culvert No. 131, of wood, 11 feet by 2½ feet—submerged.

Culvert No. 132, over Bear creek, this is a large cut stone arch of 30 feet chord, and being built of very soft sandstone, there may be some doubt of its durability. The stone are not affected by the

weather. The workmanship appears to be good and the culvert is at present in good condition.

Road bridge No. 63, may last six years.

Culvert No. 133, of wood, 11 feet by 24 feet—submerged.

Road bridge No. 64, will last six years.

Culvert No. 134, one-half mile above Covington, of wood, 2 spans, 11 feet by 3—submerged.

Flood gates near the same place, all of wood, will last six years.

Lock No. 36, 10 feet lift, built of timber upon the *frame plan*, not well constructed, but with care and some repairs, may last four or five years; gates will last three years. This lock is in Covington.

In Covington there are two road bridges, Nos. 65 and 66, which may last four or five years.

Culvert No. 135, 3 spans, 10 feet by 3 feet, built of timber and submerged.

Flood gates, one and a-half miles below Covington, of wood, will last six years.

Culvert No. 136, of wood, 11 feet by 24 feet—submerged.

Culvert No. 137, of wood, 11 feet by 24 feet—submerged.

Culvert No. 138, of wood, 11 feet, by 24 feet—submerged.

Culvert No. 139, of wood, 11 feet by 24 feet—submerged.

Road bridge No. 67, one mile above Perrysville, will last six or seven years.

Road bridge No. 68, for Perrysville road, of wood, will last six or seven years.

Lock No. 37, 9 feet lift, just opposite Perrysville, built of timber upon the *frame plan*, workmanship exceedingly bad, with occasional repairs, may last three or four years, gates will last three years.

Towing path bridge across the mouth of Perrysville side cut, not finished but in process of construction.

Road bridge No. 69, at head of "swail"—now in progress of construction—embankments finished and timber delivered.

Culvert No. 140, of wood—6 feet by 18 inches—submerged.

Road bridge No. 70. This bridge is under contract, but not completed.

Road bridge No. 71, at Lodi, near the crossing of Coal creek—in good order, and will last 7 or 8 years.

The bridge last described is at the termination of the finished canal, and the commencement of the new contracts let on the 5th August, 1847.

ST. JOSEPH FEEDER.

This feeder is 6 miles and 34 chains in length, conducting the water of the St. Joseph river, into the summit level of the canal, from which it is drawn both east and west, supplying the canal to the Ohio reservoir in one direction, and to the forks of the Wabash

in the other. In extremely dry seasons, full half the supply for the 12 miles next below the forks, is also drawn from the St. Joseph feeder.

The St. Joseph dam, by which the stream is turned into this feeder, is 230 feet long, and $16\frac{1}{2}$ feet high, from low water. The foundation of the dam for the height of 5 feet from low water, is formed of brush and forest trees, upon which is erected substantial cribs, filled with stone. The whole work is upon the most permanent and secure plan, excepting that the abutments are built of timber. These are much decayed, and must be rebuilt during the low water of the present summer. The bed of the river where the dam is erected is composed of sand.

The guard lock at the head of the feeder is built of timber. The abutments at the lower end with the lower gates are in good condition, having been rebuilt last summer. The upper abutments and the upper gates are entirely decayed, and must be rebuilt before the fall floods.

Proceeding down the feeder, the next mechanical structure is culvert No. 1, over Beckett's run—a cut stone arch of $13\frac{1}{2}$ feet, chord. It is new and in excellent condition.

Culvert No. 2, is a timber arch of 9 feet chord. The upper portion of the arch has been exposed to the air, and must soon require rebuilding, if left in its present condition. To prevent this expense, I would recommend the building of a dam below, raising the water of the stream about 3 feet, by which the whole arch will be submerged and rendered permanent. This dam may cost 50 or 75 dollars.

Road bridge No. 1, is the next structure. It is near Rudisell's saw-mill—will need rebuilding in 3 or 4 years.

Culvert No. 3, is a wooden arch of 8 feet chord. It cannot be submerged, and must require rebuilding within one or two years. It should be built of cut stone.

Culvert No. 4, a wooden arch of 6 feet chord—submerged.

Road bridge No. 2, at crossing of Lima road. This bridge is entirely decayed, and should be rebuilt next year.

The next structure is the Spy run aqueduct—1 span of 28 feet. Trunk of wood resting on cut stone abutments. The whole work has just been rebuilt, and is in good condition, with the exception that the masonry, from the imperfection of the groating, is subject to leakage—thus rendering the work liable to breaches.

Road bridge No. 3, at the Goshen road, should be rebuilt next year.

Thence to the junction with the Miami line, there are no mechanical structures.

STATEMENT OF LOCKAGE ON THE WABASH AND ERIE CANAL.

From the summit level at Fort Wayne east to the State line, (feet.)	-	-	-	-	-	20,50
From the summit level at Fort Wayne west to Coal creek, (feet.)	-	-	-	-	-	267,70
						<hr/>
Total lockage, (feet.)	-	-	-	-	-	288,20
Average lockage per mile, 1 53-100 feet.						

STATEMENT of the Amount of Tolls received at the various Collectors' Offices, from November 1st, 1845, to October 30th, 1846.

OFFICES.	November, 1845.	March, 1846.	April, 1846.	May, 1846.	June, 1846.	July, 1846.	August, 1846.	September, 1846.	October, 1846.	Total.
Lafayette,	\$8,012 13	\$88 85	\$7,076 64	\$8,913 33	\$9,204 95	\$3,134 74	\$3,094 75	\$6,321 95	\$9,700 77	\$55,548 11
Logansport,	1,826 11	.....	2,516 43	3,241 62	2,588 69	1,425 97	1,274 50	1,807 42	2,393 32	17,074 36
La Gro,	257 00	.....	325 00	631 00	427 54	210 25	228 15	281 00	577 00	2,356 94
Fort Wayne,	5,076 31	.....	2,309 18	4,427 70	3,390 27	2,640 36	3,411 81	3,602 01	4,817 09	29,674 63
	15,171 45	88 85	12,227 25	17,213 65	15,611 45	7,411 32	8,009 51	12,012 38	17,498 18	105,234 04

STATEMENT of the Amount of Tolls received at the various Collectors' Offices, from November 1st, 1846, to November 1st, 1847.

OFFICES.	Nov. and Dec. 1846.	April, 1847.	May, 1847.	June, 1847.	July, 1847.	August, 1847.	September, 1847.	October, 1847.	Total.
Covington, .....	.....	.....	\$41 27	\$80 28	\$302 79	\$410 84	\$962 08	\$705 87	\$2,503 13
Lafayette,	\$6,628 69	\$167 55	10,085 13	13,868 46	10,752 35	6,603 25	7,765 93	7,600 94	63,472 35
Logansport,	2,082 55	444 75	3,886 38	3,363 24	2,365 65	1,341 41	2,003 32	3,078 78	18,566 08
La Gro,	636 78	1,334 58	1,024 24	719 07	357 12	198 13	1,178 37	1,944 51	7,429 80
Fort Wayne,	3,582 35	1,468 50	4,056 48	4,201 88	3,665 45	4,555 07	6,397 07	6,184 54	34,011 35
	12,920 37	3,415 38	19,030 50	22,232 93	17,443 37	13,108 70	18,306 92	19,464 64	125,972 71

STATEMENT,

*Showing the Amount of Tolls received at the various Collectors' Offices,
from the 1st day of July to the 1st day of December, 1847.*

OFFICES.	July.	August.	September.	October.	November.	Total.
Covington,.....	\$302 79	\$410 84	\$962 08	\$705 87	\$284 86	\$2,666 44
Lafayette,	10,752 35	6,603 25	7,765 98	7,600 94	2,622 73	35,345 25
Logansport,	2,365 65	1,341 41	2,003 32	3,078 78	1,369 74	10,158 90
La Gro,	357 12	198 13	1,178 37	1,994 51	751 06	4,479 19
Fort Wayne,.....	3,665 46	4,555 07	6,397 07	6,084 54	4,390 13	25,092 27
	17,443 37	13,108 70	18,306 82	19,464 64	9,418 52	77,742 05

S T A T E M E N T

*Of the business done on the Wabash and Erie Canal, from the commencement to the close of Navigation in the year 1847,
for the Port of Lafayette.*

	April.	May.	June.	July.	August.	September.	October.	November.	Total.	Total in pounds.	No. of tons of 2000 lbs. each.
Miles boats ran,	434	37,283	33,273	34,319	25,157	21,373	22,753	32,311	210,323	.....	.....
Miles, passengers,.....	3,190	43,241	74,447	65,208	75,729	75,580	98,981	54,378	500,354	.....	.....
Barrels of Flour,.....	.....	5,999	8,139	4,158	818	1,608	2,458	790	23,970	5,801,490	2,602
Bushels of Wheat,.....	.....	69,853	79,619	37,700	30,090	63,117	81,504	16,047	377,910	22,674,600	11,332
Bushels of Corn,.....	2,715	136,723	208,807	193,744	147,105	125,250	39,551	12,309	866,106	48,501,986	24,251
Bushels of Oats,.....	.....	.....	9,257	.....	60	3,150	3,987	300	16,764	533,312	277
Bushels of Rye,.....	324	.....	273	.....	.....	14	40	102	762	42,672	21
Bushels of Seeds,.....	.....	.....	.....	10,534	.....	1,526	2,552	1,211	15,873	688,944	445
Barrels of Pork,.....	1,937	.....	7,023	4,019	.....	3	.....	896	13,878	4,163,400	2,082
Pounds of Lard,.....	494,402	80,654	720,249	26,268	4,390	.....	1,120	99,886	1,426,969	713	.....
Pounds of Bacon,.....	380,822	101,511	19,170	2,265	2,657	.....	.....	.....	506,425	506,425	253
Pounds of Wool,.....	1,443	4,945	33,994	11,405	12,259	2,723	2,723	4,337	71,106	71,106	36
Barrels of Whiskey,.....	532	367	177	297	233	210	210	328	2,074	735,900	366
Pounds of Merchandise,.....	38,222	74,436	116,279	23,049	121,657	106,974	106,974	82,233	689,795	689,795	345
Pounds of Molasses and Sugar,.....	27,598	23,447	13,253	14,499	52,504	31,966	26,375	26,914	259,556	259,556	125
Pounds of Iron,.....	43,950	21,453	13,209	20,825	16,128	11,109	24,094	44,726	195,494	195,494	98
Barrels of Salt,.....	.....	218	121	444	693	804	908	920	4,114	1,023,500	514
Bales of Hemp,.....	.....	.....	.....	.....	.....	.....	1,250	.....	1,250	125,000	63
Cords of Wood,.....	102	276	143	97	540	618	1,010	812	3,598	17,990,000	8,995
Perches of Stone,.....	.....	180	236	435	733	275	306	555	2,720	10,880,000	5,440
Feet of Lumber,.....	9,000	136,682	73,456	154,883	201,723	59,696	56,841	111,575	803,563	803,563	402
Staves and Hoop-poles,.....	.....	7,000	8,040	2,350	71,000	.....	44,400	91,270	180,520	180,520	90
Agricultural Implements,.....	8,143	793	14,400	3,625	1,350	2,400	2,320	.....	33,531	33,531	17
Miscellaneous,.....	15,315	125,166	46,262	297,946	374,142	139,205	164,464	206,764	1,369,364	1,369,364	685
										118,311,877	59,153

S T A T E M E N T

*Of the business done on the Wabash and Erie Canal, from the commencement to the close of Navigation, in the year 1847,
for the Port of Covington.*

	May.	June.	July.	August.	September.	October.	November.	Total.	Total in pounds.	No. of tons of 2000 lbs. each.
Miles boats ran,.....	370	717	2,640	2,661	5,823	3,995	1,455	17,661	.....	.....
Miles, passengers,.....	1,093	3,419	9,581	5,375	9,247	5,120	948	34,783	.....	.....
Barrels of Flour,.....	8	5	46	2	2	120	.....	183	39,711	20
Bushels of Wheat,.....	1,071	868	3,177	6,740	5,935	4,804	1,594	23,189	1,391,340	696
Bushels of Corn,.....	908	1,388	7,086	9,687	7,864	11,372	3,804	41,999	2,351,944	1,176
Bushels of Rye,.....	.....	.....	94	.....	.....	.....	.....	94	5,284	3
Bushels of Seeds,.....	.....	.....	.....	5	47	114	87	253	14,168	7
Barrels of Pork,.....	.....	1	110	.....	261	.....	.....	372	111,600	56
Pounds of Bacon and Lard,.....	1,485	24,000	63,716	.....	1,197	.....	.....	90,396	90,398	45
Pounds of Wool,.....	.....	.....	443	3,631	4,928	900	.....	9,902	9,902	5
Pounds of Merchandise,.....	24,009	55,990	16,171	6,341	26,325	21,119	25,659	175,614	175,614	88
Pounds of Sugar and Molasses,.....	.....	.....	1,148	.....	4,509	2,960	3,874	12,491	12,491	6
Pounds of Iron,.....	.....	.....	3,000	186	2,574	1,455	.....	7,215	7,215	4
Barrels of Salt,.....	.....	63	118	31	30	280	240	702	157,950	78
Cords of Wood,.....	.....	.....	.....	.....	.....	80	.....	80	400,000	200
Feet of Lumber,.....	.....	252	5,000	3,000	2,300	5,000	500	16,092	56,322	28
Barrels of Whiskey,.....	.....	30	10	9	10	31	6	96	31,610	16
Pounds of Miscellaneous,.....	1,460	13,749	24,419	31,707	28,787	74,862	101,368	276,342	276,342	138
								5,131,961		2,566

S T A T E M E N T

Of the business done on the Wabash and Erie Canal, from the commencement to the close of Navigation, for the year 1847, at the Port of Logansport.

	April.	May.	June.	July.	August.	September.	October.	November.	Total.	Total of pounds.	No. of tons of 2000 lbs. each.
Miles boats ran,	1,058	5,969	4,573	8,160	4,780	5,185	7,750	4,633	42,108	.....	.....
Miles passengers,	395	5,196	4,720	1,566	2,350	2,331	6,228	4,398	27,184	.....	.....
Pounds of Flour,	26,040	1,666,994	872,557	972,854	652,762	861,192	861,523	381,703	Bbls. 29,012	6,295,625	3,148
Pounds of Wheat,	60,460	1,839,840	2,068,860	868,379	405,735	1,214,488	2,526,740	841,380	Bush. 163,764	9,825,882	4,918
Pounds of Corn,	168,000	692,440	2,010,400	1,441,021	1,014,004	572,551	470,456	130,312	" 116,057	6,499,184	3,250
Pounds of Oats, .....	.....	.....	.....	102,946	1,634	.....	31,672	.....	" 4,129	136,232	68
Pounds of Rye, .....	.....	1,848	2,016	4,655	.....	.....	3,600	7,000	" 309	17,321	9
Pounds of Seeds, .....	.....	1,565	.....	14,530	.....	15,345	45,940	79,103	" 2,800	156,816	78
Pounds of Pork, .....	.....	166,316	373	149,983	20,150	4,628	5,215	45,370	" 227,214	227,214	114
Pounds of Lard,	981	49,188	23,492	.....	.....	.....	.....	745	191,534	191,534	96
Pounds of Bacon, .....	.....	.....	4,000	519	.....	.....	.....	.....	54,507	54,507	27
Pounds of Whiskey,	36,750	55,650	31,500	37,890	330	.....	4,290	39,900	Bbls. 621	203,710	103
Pounds of Merchandise,	438	46,775	10,218	1,692	60,927	35,775	60,354	47,831	263,860	263,860	132
Pounds of Molasses & Sugar, .....	.....	400	17,266	.....	25,568	3,732	21,539	6,265	74,790	74,790	37
Pounds of Iron, .....	.....	.....	209	.....	.....	550	5,952	32,552	39,263	39,263	20
Pounds of Salt,	22,500	80,550	54,675	58,200	66,628	106,940	345,190	142,200	Bbls. 3,897	876,843	438
Cords of Wood, .....	.....	13	10	4	40	4	10	.....	81	405,000	202
Perches of Stone, .....	.....	31	.....	20	90	30	125	423	719	2,876,000	1,438
Pounds Lumber & Shingles, .....	.....	146,550	52,976	45,381	7,208	20,932	65,150	110,445	448,602	448,602	224
" Agricultural Implements, .....	.....	8,764	.....	.....	.....	.....	.....	400	9,164	9,164	5
Pounds of Miscellaneous,	18,476	76,195	75,530	83,977	38,166	53,780	98,816	90,772	540,712	540,712	270
										29,144,379	14,577

STATEMENT

Of the business done on the Wabash and Erie Canal, from the commencement to the close of Navigation, in the year 1847, at the Port of Fort Wayne.

	April.	May.	June.	July.	August.	September.	October.	November.	Total	Total of pounds.	No. of tons of 2000 lbs. each.
Miles boats ran,	7,718	26,026	38,856	33,704	22,258	28,501	25,992	12,523	195,578	.....	.....
Miles, passengers,	8,469	55,884	71,667	65,207	68,783	65,092	71,459	41,983	448,544	.....	.....
Barrels of Flour,	10,262	9,165	4,495	865	81	3,542	5,345	2,793	36,548	7,930,918	3,965
Bushels of Wheat,	36,792	30,481	23,735	4,484	.....	6,447	11,806	6,070	119,745	7,184,700	3,592
Bushels of Corn,	3,077	5,335	8,312	4,591	434	2,085	1,192	1,086	26,031	1,457,736	729
Bushels of Oats,	1,537	14	.....	1,497	.....	325	150	.....	3,564	117,612	59
Bushels of Rye,	364	2,877	1,687	1,469	376	.....	.....	.....	5,773	323,288	162
Bushels of Seeds,	35	73	45	17	.....	126	61	459	816	45,690	23
Barrels of Pork,	111	315	25	5	19	.....	.....	67	542	162,600	81
Pounds of Lard,	112,505	5,270	592	2,749	690	.....	.....	4,764	129,846	129,846	65
Pounds of Bacon,	979	22,675	7,415	10,166	1,662	3,088	.....	400	43,297	43,297	22
Barrels of Whiskey,	575	206	350	175	63	.....	.....	280	2,120	699,600	350
Pounds of Merchandise,	236,421	1,029,108	1,111,754	795,218	1,373,622	1,843,397	1,834,915	1,528,608	9,752,043	9,752,043	4,876
Pounds of Molasses and Sugar, .....	.....	58,235	93,735	23,923	63,493	95,146	131,462	345,968	811,962	811,962	406
Pounds of Iron,	74,488	244,719	240,959	203,050	215,865	266,305	372,891	515,501	2,133,778	2,133,778	1,067
Barrels of Salt,	508	.....	3,126	4,188	5,750	9,164	10,368	6,428	42,985	9,514,125	4,757
Cords of Wood,	233	277	142	279	120	101	87	293	1,333	7,665,000	3,833
Perches of Stone,	57	636	525	313	443	261	378	240	2,853	11,412,000	5,706
Pounds of Lumber,	909,572	263,926	116,855	234,088	169,658	53,576	185,598	196,506	1,360,079	1,360,079	683
Pounds of Staves, &c.,	48,400	.....	84,700	49,900	6,831	25,130	93,800	14,500	323,261	323,261	163
" of Agricultural Implements,	2,500	4,184	.....	.....	3,488	1,235	3,110	537	15,054	15,054	8
Pounds of Pot and Pearl Ashes,	44,754	78,096	67,719	30,069	64,111	34,024	29,729	33,127	381,659	381,659	190
Pounds of Miscellaneous,	150,216	261,723	384,397	378,141	446,058	456,816	611,282	539,193	3,920,825	3,920,825	1,610
									64,685,099		32,343

S T A T E M E N T

*Of the business done on the Wabash and Erie Canal, from the commencement to the close of Navigation, in the year 1847,
at the Port of La Gro.*

	April.	May.	June.	July.	August.	September.	October.	November.	Total.	Total in pounds.	No. of tons of 2000 lbs. each.
Miles boats ran,	1,049	1,628	1,451	1,049	346	1,633	2,374	727	10,257	.....	.....
Miles, passengers,	1,714	810	918	1,714	253	789	2,475	2,622	11,295	.....	.....
Barrels of Flour,	620	400	380	194	88	88	36	92	1,898	411,866	206
Bushels of Wheat,	38,750	29,400	12,400	6,697	3,169	31,052	62,705	15,004	199,157	11,949,420	5,975
Bushels of Corn,	22,150	13,450	11,225	5,657	4,415	2,092	770	1,709	61,468	3,442,208	1,721
Bushels of Oats,	920	850	.....	495	80	151	230	.....	2,696	88,946	44
Bushels of Rye, .....	.....	.....	.....	.....	.....	566	.....	.....	566	31,696	16
Bushels of Seeds,	1,150	2,200	1,925	950	85	415	739	393	7,855	439,880	220
Barrels of Pork,	160	125	100	47	351	29	40	97	949	284,700	142
Pounds of Lard and Bacon,	42,254	37,000	23,400	12,264	13,163	3,062	18,365	12,072	161,590	161,590	81
Barrels of Whiskey,	194	125	175	94	18	15	96	32	749	247,170	124
Pounds of Merchandise,	21,650	4,325	3,250	1,650	320	.....	30,958	150	62,303	62,303	31
Pounds of Molasses and Sugar,	820	305	1,100	.....	.....	.....	.....	.....	2,225	2,225	1
Pounds of Iron, .....	.....	.....	.....	.....	.....	.....	11,375	3,425	14,800	14,800	7
Barrels of Salt,	200	160	200	100	126	130	176	10	1,102	247,950	124
Perches of Stone,	33	21	10	.....	.....	.....	.....	20	84	336,000	168
Feet of Lumber,	14,650	9,920	8,450	19,682	4,269	10,744	3,570	.....	50,833	177,916	89
Pounds of Miscellaneous,	49,862	52,970	36,790	9,637	20,406	93,722	18,080	303,393	303,393	152
										18,301,999	9,101

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of Vigo county.

1847,

No. of tons of 2000 lbs. each.	
.....	206
.....	5,975
.....	1,721
.....	44
.....	16
.....	230
.....	142
.....	81
.....	124
.....	31
.....	1
.....	7
.....	124
.....	168
.....	89
.....	152
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LETTER
OF
J. L. WILLIAMS,
IN RELATION TO
PRODUCE SHIPMENTS SOUTH BY WABASH
RIVER.—1847.

TERRE HAUTE, Nov. 30th, 1847.

*Charles Butler Esq., Prest. Board of Trustees,
of the Wabash and Erie Canal.*

SIR:—Believing that a full understanding of the produce trade of the Wabash valley, including a knowledge in detail of the various articles of export and the direction which each article takes in reaching its destined market, would be of some value to the Board in the proper adjustment of the tariff of tolls, as well as a matter of interest to the public, I have endeavored during the few months just passed, so far as more pressing duties would permit, to collect from authentic sources, such statistical information as might tend to elucidate this subject.

Through the politeness of gentlemen connected with the produce business, residing at the various towns on the Wabash, I have been furnished with the shipments of all leading articles of produce shipped from each point during the shipping season of 1847. From these statements—believed to be substantially correct—I have made up, and herewith submit, a general exhibit in tabular form (marked A) showing at one view the total shipment south by the Wabash river, from all points between the dam at Delphi, and the south line of Vigo county.

In this statement some minor articles of produce, such as butter, potatoes, beeswax, hay, apples, &c., &c., have been omitted. The amount however of these items, is not sufficiently large to affect materially the aggregate tonnage.

Of the total river shipments amounting to 40,119 tons, the statement shows that 33,008 tons were shipped by flat boats and 7,111 tons by steam boats. The whole number of flat boats loaded with this produce was 331.

The district of country from which this produce was collected is, in length, in the direction of the river, about 125 miles. The shipments north by the canal, during the past season should be added to show the total produce export of this district. When the reports of these canal shipments during the present year, shall have been received at the trust office, from the collectors, the Board will have the means of instituting a comparison of the amounts shipped in each direction, which will be interesting and valuable, as indicating the direction of the trade and its division between the two channels of navigation.

Taking the canal shipments of 1846, as a standard of comparison, it appears from the Auditor's report of that year, that the aggregate of six leading articles, to-wit.—flour, wheat, corn, oats, pork and lard, shipped north from Lafayette and Delphi amounted to over 45,000 tons exceeding by near 5,000 tons, the total river shipments of 1847, throughout the whole district under consideration:—and bearing a proportion to the river shipments from these two points of fifteen to one.

With great respect,

Your obed't serv't,

J. L. WILLIAMS.

P. S.—Since the above was written, the shipments by canal for 1847, have been received, from which it appears that there were shipped of the leading articles of produce during this year, from all points between Delphi and Covington, both inclusive, about 50,269 tons, exceeding the river shipments from same points during the same time, in the proportion of five to one.

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REPORT
OF THE
CHIEF ENGINEER
ON THE
UNFINISHED PART OF THE CANAL FROM COAL
CREEK TO EVANSVILLE.
NOVEMBER 13th, 1847.

OFFICE OF CHIEF ENGINEER, {
Terre Haute, Nov. 13th, 1847. }

To the Board of Trustees of the Wabash and Erie Canal :

GENTLEMEN—In accordance with your request, I have the honor to submit a report in relation to the unfinished portion of the canal extending from Coal Creek, the present terminus of navigation, to the Ohio River, embracing such facts and statements, in regard to the contracts already made, and also respecting the condition and future progress of this work, as should be furnished by the Engineer department.

In regard to the division under contract, nothing further is required than a submission of the full and satisfactory exhibit of its condition, prepared by Mr. Ball, the resident Engineer, who is more especially charged with the supervision of the construction, and to whose report, hereto annexed, (marked B.) I respectfully refer.

By an order of the Board, adopted on the 19th June last, the undersigned was directed to make a reconnaissance of the whole line from Terre Haute to Evansville, to ascertain the condition of the work heretofore performed thereon, to examine so far as other duties

would allow, the previous location and plans, and to report the general results to the Board, preparatory for future operations on this portion of the line.

In fulfillment of the duty thus enjoined, I passed over this portion of the work early in September last, making such investigations as the time allotted would permit, in respect to all the points of enquiry embraced, and now respectfully state the facts obtained.

The Eel River Feeder Dam, constructed in 1837 for the supply of the summit level between that stream and the Wabash river, sustained very serious injury by the great flood of January last. A new channel for the river was formed around the west end, undermining and destroying wholly both the abutment and guard lock. The proper plan of repair will be to extend the dam across this new channel, adding about 80 feet to its length. This addition to the length of the dam will render the work more secure than before, and at the same time benefit the lands along the pool by diminishing the overflow.

The heavy embankments at the crossing of the east fork of White river, and across the Patoka valley, have retained the shape in which they were left at the close of the State operations, with very little change.

The two deep cuts at Patoka and Pigeon summits, have received considerable damage by the continued washing in of the earth.

The portion of finished canal extending from the Pigeon dam to Evansville, will require some repairs before it can be again filled with water. The chief damage is the washing of a new channel around the dam, on the east side, carrying away also a portion of the canal bank. This must be filled up, and the abutments and guard banks raised higher than at first built. Some repairs to the dam are also required.

The reconnoissance having been ordered as a step preparatory to future operations on the unfinished line south of Terre Haute, a statement of the cost of the several divisions is deemed appropriate to this report. To meet more fully the object of the Board, and to facilitate their investigations, I have compiled from previous estimates, and herewith submit a tabular statement (marked A.) shewing the cost of each division, and also the probable amount of funds required at various periods upon the particular plan of operations therein indicated. Having in this exhibit the cost and length of each particular portion of the work, the Board will be furnished with all necessary data from which the amount of means required, and the productiveness of the investment may be estimated, with any other place of beginning or different scale of progress, which may seem to them more judicious.

In suggesting the plan of lettings indicated in the statement referred to, the application of the means with a view to the earliest and largest receipt of tolls, in proportion to the sum expended, has been the governing principle. Keeping in view the obligations resting on the Board, to finish the canal during the term of four

years, and with the means provided in the law under which the trust has been created.

On a line of canal where there is very great disparity in the magnitude of the jobs, some requiring much longer time than others, there is often propriety in commencing the heavy sections six or twelve months in advance of the general letting. The line from Maysville to the Pigeon Dam, was originally of this description. The heaviest sections, however, having been placed under contract in 1838, under the operations of the State, and these jobs being well advanced towards completion, there seems now to be no propriety in making detached lettings. There are two heavy jobs, however, on the southern portion of the line—the rock excavation at the Patoka summit and the masonry of the White river aqueduct, which should be made an exception to this general remark, both requiring more than the usual time. An additional motive in letting, at an early period, a portion of this rock cutting is found, in the fact that the more exact knowledge of its character and cost, thus acquired, previous to the final location, would materially aid the Engineer in adjusting properly and with a view to the utmost economy, the long and expensive level of which it forms a part.

Having made no new surveys or estimates south of Terre Haute, the cost of that portion of the canal as given in the accompanying statement, before referred to, has been taken from the estimate of Mr. Fauntleroy made in 1845. That estimate was made upon the basis of \$12.00 per month for common labor with a proportionate price for all articles of subsistence. Should the value of labor materially exceed this estimate, during the progress of the work, the cost of the line will exceed the sum now given in an equal ratio. To guard so far as possible against such a result, the amount of work placed under contract, from time to time, should be carefully adapted to the amount of labor at our command. How far this important consideration might hereafter require the modification of any plan of lettings which the Board may now adopt, or to what extent a material advance in labor, should operate to postpone the completion of the whole work, beyond the term proposed, under the guidance of an enlightened economy, it is impossible now to decide.

Respectfully submitted,

J. L. WILLIAMS,

Chief Engineer.

Proposed plan of progressing with the Wabash and Erie Canal, allowing four years for its completion, showing the probable amount of Funds required at different periods.

PROBABLE PAYMENTS REQUIRED ON EACH LETTING.

DIVISIONS.	\$, Total cost including superintendence, &c.	Up to 1st July, 1848.	From 1st July, 1849, to 1st Jan., 1850.	From 1st July, 1850, to 1st Jan., 1851.	From 1st July, 1851, to 1st Jan., 1852.
From Coal Creek to Terre Haute. This division was let August 5, 1847, to be completed by the close of 1848,.....	36	\$175,000	\$175,000	.....	.....
From Terre Haute to Point Commerce—to be let on the 24th of May, 1848, completed 1st of November, 1849,.....	40	20,000	86,042	\$81,043	.....
At or near the same date the repairs on the finished line from Pigeon Dam to Evansville should be let—this work to be done during the summer and fall of 1848,.....	19	2,000	3,000	.....	.....
From Point Commerce to crossing of West Fork of White River, including Dam and Guard Lock—to be let in November, 1848, completed in May, 1850,.....	17	.....	15,000	80,000	\$52,758
At the same time (Nov. 1848,) a portion of the rock excavation at the Patoka summit should be let—to be completed 1st Nov. 1850,.....	25,000	.....	2,000	10,000	3,000
From White River dam to Maysville, let in May, 1849—completed 1st Nov. 1850,.....	23	.....	.....	15,000	66,760
At the same time (May, 1849,) the masonry of White River aqueduct (east fork) should be let—to be completed 1st of May, 1851,.....	75,000	.....	3,000	20,000	20,000
The remainder of unfinished line, embracing all from Maysville to Pigeon Dam—to be let 1st Oct., 1849, and finished 1st July, 1851,.....	50	.....	.....	40,000	200,000
Total payments required within particular periods,.....	186*	197,000	281,042	176,628	342,518
Aggregate payments from 1st Nov., 1847, to the particular dates named,.....	.....	197,000	478,042	952,473	1,573,371
					1,910,371

* This statement of total cost is taken from the estimate of Mr. Fauntleroy, made in 1845, upon the basis of \$12 per month for common labor. To the total amount of \$1,910,371 should be added \$30,000 for the Morgan county Reservoir not included in the above. This Reservoir will be constructed whenever the necessity of additional water shall become apparent. It is now supposed that this expense may be deferred until after the completion of the Canal to Evansville.

B.

TERRE HAUTE, Nov. 12, 1847.

To Jesse L. Williams, Esq., Chief Engineer :

SIR :—In compliance with your request, to furnish sundry statements in regard to the work in progress of construction, I beg leave to submit the following report.

This portion of line extending from the finished canal at Coal creek to Terre Haute, a distance of 36 miles and 28 chains, had been located, and its construction commenced by the State authorities, prior to the 1st of July last, but notwithstanding, it was deemed advisable, to make a number of changes in the location and plans, some of which materially increased the cost and others reduced it.

At Coal creek the plan of crossing by an aqueduct, was abandoned, and that of crossing in the pool of a dam adopted. This was believed to be necessary, in order to secure greater safety, as the *level* of the canal was thought to be too low for an Aqueduct. This change increases the length $29\frac{1}{2}$ chains, and the cost \$4,522.

At Mill creek, a change of location was suggested by the undersigned, by which the length of the canal will be increased 6 chains but its cost reduced \$7,094.

The original location of the feeder dam on Sugar creek, was at Manwarring's Mill, making the feeder 75 chains long, but it was deemed advisable to change its location and extend the feeder up the creek some two miles. This change will increase the cost of the work \$5,681. If the dam were built at the lower site, its height from low water would be 16 feet, and it was believed the damage arising from overflowing the valuable bottom lands above, together with what might be claimed on account of the detriment to the health of the country, would be nearly or quite equal to the increased cost. The upper dam will be 8-8-10 feet high, and will overflow very little, if any arable land.

Spring creek, was originally intended to be crossed by an aqueduct, but upon examination that plan was abandoned, and a large semi-circular wooden culvert substituted, reducing the cost some little, and adopting a kind of structure less liable to decay than the timber aqueduct.

Besides the important changes in plan and location referred to, at all points where the work had not progressed too far, the centre line of the canal has been re-adjusted with as much care as our limited time would admit of, and it is believed the cost of construction has been at many points materially reduced.

Immediately after the letting in August last efforts were made to have the work commenced and vigorously prosecuted, but it was found difficult to get a sufficient number of laborers, and two months nearly elapsed before the sections were generally commenced. This difficulty, together with the late period in the season at which the work was let out, and the *unusual* rains this fall, render it probable that with our utmost efforts, we shall not succeed in getting in the foundations of the dams and aqueducts; and this failure may defer the opening of navigation beyond the period anticipated. But being impressed from the first, with the paramount importance of doing this part of the work the present season, we shall continue to avail ourselves of every opportunity, and every possible means to accomplish the object, and should the remainder of the season and winter prove favorable, we still hope to meet with success.

Eight of the sections embraced in the letting of August the 5th, have been declared abandoned, in consequence of their not having been commenced in due time, but they are all of a light character, and if soon re-let, will be commenced immediately and completed in time.

The estimate made the 1st of October last, amounted to \$6,280 : Since that time there has probably been work done to the amount of \$20,000 making the aggregate value of work done \$26,280. There is now an effective force on the line equal to 900 men.

Appended hereto are abstracts showing the number of sections, their length, the total estimated cost at contract prices, the estimated value of work done, the estimated value of work to be done at contract prices, the "Engineer's" estimate of the value of work to be done, and the names of the contractors to whom the work was let. But it must be understood that these estimates are only approximative, as we have not had the means yet to make up strictly accurate accounts. The quantities on many of the sections will undoubtedly be changed—some reduced and others increased as the work progresses and its character is more fully developed, but it is believed the whole may be completed within the aggregate sum stated in the Engineer's estimate.

It is but due to our contractors, to say that most of them have taken hold of their work with zeal, and are now prosecuting it with an energy highly creditable to them.

Respectfully submitted.

WM. J. BALL,
Resident Engineer.

SUMMARY OF WORK LET TO HUGH STEWART.

No. of Sections.	Length in Chains.	Total estimate of sections at contract prices.	Estimated value of work done.	Estimated value of work to be done at contract prices.	Engineer's estimate of work to be done.
99	39	\$5,768 79	\$5,244 36	\$524 43	\$524 43
103	39	5,455 70	2,116 80	3,348 90	3,348 90
105	39	6,115 60	3,371 50	2,744 10	2,744 10
107	42	44,056 66	5,055 22	39,001 14	43,234 59
108	39	7,386 94	833 00	6,553 94	6,553 94
109	39	5,870 87	2,350 44	3,520 43	3,520 43
111	39	4,484 37	2,858 20	1,626 17	1,626 17
112	42	6,231 50	4,552 07	1,679 43	1,679 43
113	39	4,678 70	4,004 23	674 47	674 47
116	42	2,866 97	2,328 00	538 97	538 97
117	39	2,781 76	423 00	2,358 76	2,358 76
118	42	5,560 18	2,500 25	3,059 93	3,059 93
121	39	2,110 28	264 00	1,846 28	1,846 28
123	39	3,746 97	2,738 20	1,008 77	1,008 77
140	42	5,059 69	3,971 97	1,087 72	1,087 72
141	39	5,614 62	3,632 80	1,961 82	1,961 82
142	42	5,315 77	4,038 84	1,276 93	1,276 93
143	39	13,850 10	1,904 34	11,945 76	11,945 76
147	39	5,093 61	3,099 32	1,994 29	1,994 29
148	42	4,799 65	1,804 18	2,995 47	2,995 47
153	39	2,094 86	1,547 00	547 86	547 86
154	39	2,666 70	277 80	2,388 90	2,388 90
155	42	2,357 96	942 15	1,415 81	1,415 81
156	42	3,441 57	1,419 40	2,022 17	2,022 17
157	45	8,816 91	4,512 68	4,294 23	4,294 23
158	51	5,265 54	4,786 86	478 68	478 68
159	48	11,156 69	6,747 20	4,409 49	4,409 49
160	51	6,055 50	5,126 80	928 70	928 70
161	48	6,387 32	4,827 87	1,559 45	1,559 45
Sugar creek dam and feeder, ...		26,807 01	3,824 87	22,982 14	25,535 71
Totals,	Miles. Chs. 15 6	221,888 49	91,113 35	130,775 14	137,662 16

Stewart's contract is five per cent. below the estimate.

SUMMARY OF CONTRACTS LET AUGUST 5th, 1847.

Number of Sections.	Length in Chains.	Total estimate of sections at contract prices.	Estimated value of work done.	Estimated value of work to do at contract prices.	Engineer's estimate of work to be done.	CONTRACTORS' NAMES.
Coal creek dam section, Section 1 G. Bk.						
93	36	22,534 60	1,338 70	21,195 90	21,678 80	A. P. Osborn.
94	43½	4,235 00	.....	4,235 00	4,324 10	J. & E. L. Beard.
95	39	4,545 20	.....	4,545 20	4,818 00	Knight & Scott.
96	39	2,405 00	117 00	2,288 00	2,906 20	M. Walsh.
97	42	4,141 50	198 00	3,943 50	4,756 40	M. Walsh.
98	42	5,093 50	336 00	4,757 50	5,624 30	John Scanlin.
99	39	5,347 27	695 37	4,651 90	4,725 60	Barrett & Callahan.
100	42	8,651 90	4,506 00	4,145 90	3,691 60	Robert Leaman.
101	42	13,990 68	823 65	13,167 00	15,123 90	Bodley, McManomy, Rawles, & Ristine.
102	42	10,187 10	.....	5,490 10	6,099 50	Bodley, McManomy, Rawles, & Ristine.
103	42	3,646 60	318 00	9,769 10	10,498 40	William G. Coffin.
104	42	2,256 90	296 00	3,350 60	3,615 70	Galligan & Farrell.
110	42	2,759 90	80 00	2,176 90	2,287 90	Parker & Briant.
114	42	1,857 90	165 00	2,594 90	2,962 30	Parker & Briant.
119	39	4,140 40	66 00	1,692 90	1,677 50	Stewart & McMullen.
120	42	20,681 67	4,664 57	16,017 10	4,063 40	Clune & Cummings.
122	42	6,461 40	.....	6,461 40	15,484 70	L. G. Jones.
Aqueduct Trunk,						
124	42	1,673 88	677 28	996 60	6,853 00	T. A. Madison.
125	39	2,039 40	.....	2,039 40	994 40	Griffin & Walsh.
126	42	5,449 40	.....	5,449 40	2,028 40	Griffin & Walsh.
127	39	1,565 30	.....	1,565 30	5,086 40	Cooper and Madison.
128	42	2,270 40	.....	2,270 40	1,719 30	Flinne & Riley.
129	39	3,109 70	.....	3,109 70	2,271 50	Flinne & Riley.
130	42	1,335 40	.....	1,335 40	3,392 40	Knight & Scott.
131	39	1,580 70	.....	1,580 70	1,373 90	Hutchinson & Parker.
132	42	1,490 60	.....	1,490 50	1,425 60	Griffin & Walsh.
133	39	1,823 80	.....	1,823 80	1,391 50	William Naylor.
134	42	2,161 50	.....	2,161 50	1,989 90	Houston & McAnerney.
135	39	1,668 70	.....	1,668 70	2,161 50	Not let.
136	42	2,043 80	.....	2,043 80	1,546 60	Houston & McAnerney.
137	42	6,546 10	.....	6,546 10	1,920 60	Birch & Campbell.
138	39	5,984 00	.....	5,984 00	6,520 80	George W. Ball.
					6,493 30	John Stewart.

139	38	4,789 43	.....	4,789 40	5,161 00	Stewart & McMullen.
144	43	5,451 60	.....	5,451 60	6,304 10	Knight & Scott.
145	37	3,369 50	75 00	3,294 50	3,375 90	John Conway.
146	42	6,391 28	1,303 78	5,087 50	5,079 80	Groverman & Bourne.
149	39	2,858 90	231 00	2,627 90	2,586 10	King & Stewart.
150	43	4,600 34	565 54	4,034 80	4,391 20	King & Stewart.
151	39	11,209 00	.....	11,209 00	10,969 00	C. E. Ruggles.
152	42	2,505 80	.....	2,505 80	2,737 90	E. Garriel.
162	36†	3,296 70	.....	3,296 70	3,998 50	Miller, Beard, & Miller.
106	42	7,957 64	7,751 64	200 00	200 00	Received by the State.
115	39	2,143 00	1,943 00	200 00	200 00	Received by the State.
Section 2 G. Bk. ....	.....	3,452 00	.....	3,452 00	3,452 00	Not let.
Totals,	Miles. Cha. 21 23	\$227,094 36	\$26,322 56	\$200,771 80	\$211,002 90	

The contracts were taken the 5th of August 4-93 per cent. below the estimate.

GENERAL SUMMARY.

	<i>Estimated value of work to be done at contract prices.</i>	<i>Engineer's estimate of work to be done.</i>
Work embraced in Stewart's contract,	130,775 14	137,662 16
Work embraced in the letting, August 5th, 1847, - - - -	200,771 80	211,002 90
Total amount of work under contract,	331,546 94	348,665 06
Estimated amount of work done by the State — 1st. On Stewart's contract, - - - -	91,113 35	91,113 35
2d. On letting, August 5th, 1847,	26,322 56	26,322 56
Total cost of line, - - -	\$448,982 85	\$466,100 97

Stewart's contract embraces 15 miles and 6 chains.

New letting, Aug. 5th, 1847 — 21 miles and 22 chains.

Total — 36 miles and 28 chains.

Sugar creek feeder 2 miles and 77 chains.

Coal creek G. bank 78 chains.

TABULAR VIEW OF MECHANICAL STRUCTURES.

LOCKS.

No.	Location.	Lift.	Remarks.
1	On sect. 107 at Sugar Cr.	6 feet.	Numbering from Coal creek, All to be built of timber on the frame plan.
2	do 126	5½ "	
3	do 137	6 "	

AQUEDUCTS.

No.	Location.	Length of Aqueducts.	No. of Spans.	Height above low water, to bottom of Canal.	Remarks.
1	Mill creek,	56 feet	1	14 feet.	Abutments of wood.
2	Sugar Cr. sect. 107,	266 "	3	23.2 "	Piers and abutments cut stone.
3	Raccoon Cr. sec. 122,	197 "	2	20.5 "	Do do
4	Otter Cr. sec. 151,	148 "	3	13 "	All of timber.

DAMS.

No.	Location.	Length of Dam.	Height of Dam.	Remarks.
1	Coal creek,	200 feet.	17 feet.	Canal crosses in the pool. Feeder dam.
2	Sugar creek,	225 "	8-10 "	

BRIDGES.

<i>No.</i>	<i>Location.</i>	<i>Length.</i>	<i>Remarks.</i>
1	Over Coal Creek,	160 ft.	Road and towpath in pool of dam.
2	On section 98	78 "	Common Road.
3	do. 105	78 "	do.
4	do. 110	78 "	do.
5	do. 117	78 "	do.
6	do. 118	78 "	do.
7	do. 125	78 "	do.
8	do. 128	78 "	do.
9	do. 133	78 "	do.
10	do. 137	78 "	do.
11	do. 151	78 "	do.
12	do. 152	78 "	do.

CULVERTS.

<i>No.</i>	<i>Description.</i>	<i>Location.</i>	<i>Length.</i>	<i>Size.</i>	<i>Remarks.</i>
1	Rectangular of wood	Coal Cr. Sect.	105 feet.	4 by 1½ feet.	Submerged.
2	do.	110	105 "	10 " 1½ "	do.
3	do.	118	122 "	4 " 1½ "	do.
4	do.	120	122 "	4 " 1½ "	do.
5	do.	129	98 "	12 " 2 "	do.
6	do.	134	94 "	12 " 2 "	do.
7	do.	157	110 "	3 s. 10 by 3 ft.	do.
8	do.	159	122 "	10 by 1½ ft.	do.

Copy of Circular Letter of instructions to agents appointed to obtain releases for the right of way, in the counties of Clay, Owen, Greene, Daviess, Pike, and Gibson.

TRUSTEES' OFFICE, WABASH AND ERIE CANAL, }
Terre Haute, October 14, 1847.

DEAR SIR:—The Board of Trustees of the Wabash and Erie Canal deem it to be among the duties which the trust devolves upon them, as a preliminary step, to obtain from the proprietors of the soil along the line of said canal releases for the right of way, to such extent and such only as may be necessary for that object; and to have this done promptly and efficiently, you have been selected for that important service in the county in which you reside.

We send you herewith a volume of printed releases prepared for the occasion, which will very much facilitate your progress, leaving you but little to do except to see your fellow citizens and submit a candid statement of the object you have in view.

In this, we beg leave to suggest, may be included the following considerations; that the Wabash and Erie canal, when finished, will be one of the greatest thoroughfares in the Union, of immense benefit to our State at large, and cannot fail to impart great additional value to the land through which it passes. There can hardly be supposed a case where the owner of a tract of land can sustain a loss by giving the proposed release. A reference to the map, the waters the canal will connect, the course and length it runs, the grand results from similar works in Ohio and elsewhere, would illustrate these facts. It is presumed, however, that but few, if any of our citizens stand absolutely in need of any light upon these points, for the subject has been a long time before them, and in this respect must have been thoroughly considered, and any labored argument to explain and convince would be found superfluous.

Within the last year or two, however, a new aspect has been given to the subject: To enable the State to pay her public debt of nearly fifteen millions of dollars, an arrangement has been made with her bondholders, under which they take the canal and its appurtenances for one half of the debt (until such time as the State shall redeem it) and agree to finish it to Evansville, furnishing for that object eight hundred thousand dollars more, which with the appurtenances have been deemed adequate by both of the contracting parties. By this act, the State has restored her character for good faith, and shown a proper solicitude for the welfare of her people.

Now the means thus given for the entire construction of the canal, and deemed adequate, under a judicious management and expenditure, will doubtless prove so; but if, instead of being applied to the extension of the work, they are to be lavishly diverted to the payment of individual claims for damages, it is easy to perceive that great embarrassment would be the consequence, if not worse. An imperative duty then seems to require of the citizen, as he re-

gards his own interest in the great work and the honor of his State that he will afford all the facilities he can without a sacrifice, and whenever there happens to exist an overweening desire to take from the common fund in the shape of damages, that he will endeavor to reason his neighbor out of it.

In some places, claiming damages for the mere right of way through a man's land has got to be quite an exploded notion, and in a late newspaper we saw it stated that upon the extension of the Harlem Rail Road in New York, the farmers of the county of Dutchess, (where the land is already very valuable) not only gave the right of way through their land, but raised a large amount to aid in the construction of the work. This latter is not asked, but it is hoped that in respect to granting releases, our citizens will manifest the same sort of patriotic feeling, emanating alike from a just sense of their own and the public interest.

We have to request that you will accept the service now confided to you of taking the releases of those who own the land on the canal in your county, (to be retained in the Book for preservation,) and when you are through, that you will forward them to this place addressed to the "Board of Trustees of the Wabash and Erie Canal," and at the same time send your account of the necessary expenses incurred by you. It would be gratifying to receive your return by the middle of November, and it will be expected at farthest before the meeting of the Legislature. Very respectfully,

Your o bt serv'ts,
 THOMAS H. BLAKE,
 N. B. PALMER,
Trustees of the W. & E. Canal.

STATEMENT

Of the amount received at the Logansport Land Office from the 1st of July to the 1st of December, 1847, on account of Lands sold previous to the said 1st of July, east of Tippecanoe.

MONTH.	Interest.	Penalty.	Adver- tising.	Final pay- ment.	Partial payment.	Total.
July, August, & Sept'ber,	10,726 12	513 84	266 44	11,125 94	1,471 44	24,103 78
October,	10,402 81	598 28	260 00	7,984 83	9,389 52	28,635 44
November,	801 12	28 04	3 00	286 48	1,565 45	2,684 09
						<u>\$55,423 31</u>

Of which total amount \$5,115 00 was received in currency, and the residue in scrip.

The number of acres of land, east of Tippecanoe, sold during the same period, is 35.38 acres.

STATEMENT

Showing the amount received at the Logansport Land Office from the 1st of July to the 1st of December, 1847, on account of Lands sold previous to said 1st of July, west of Tippecanoe.

MONTH.	Interest.	Penalty.	Adver- tising.	Final pay- ment.	Partial payment.	Total.
July, August, & Sept'ber,	2,979 71	212 61	89 00	2,024 62	1,516 65	6,922 59
October,	1,700 68	190 48	58 00	1,711 67	375 81	3,976 64
November,	402 05	12 44	4 00	140 00	1,224 11	1,782 60
						<u>\$12,581 83</u>

All of which was received in scrip.

The number of acres of land, west of Tippecanoe, sold during the same period, is 951.67 acres.

STATEMENT

Of the number of Acres in the Vincennes Land District, the counties in which they are situated, and the classification.

COUNTY.	ACRES.			
	First Class.	Second Class	Third Class.	Total.
Crawford,	1,162 64	18,325 76	3,575 67	23,064 07
Orange, .....	.....	18,852 92	609 32	19,462 24
Perry,	40 00	7,196 89	834 10	8,070 99
Spencer,	1,120 00	38,635 81	517 24	40,273 05
Dubois,	4,034 10	84,721 65	17,919 78	106,675 53
Pike,	12,913 20	59,163 58	430 80	72,507 58
Warrick,	10,675 86	40,677 32	9,613 97	60,967 15
Vanderburgh,	355 15	2,513 80	.....	2,868 95
Posey,	1,073 40	18,210 59	159 39	19,443 38
Gibson,	25,189 90	2,542 39	275 43	28,007 72
Knox,	6,622 30	17,459 48	40 00	24,121 78
Daviess,	17,435 17	32,340 25	759 60	50,535 02
Martin,	365 61	43,473 15	3,738 86	47,577 62
Lawrence,	200 00	15,007 76	1,323 55	16,531 31
Greene,	24,282 46	55,697 52	10,137 64	90,117 62
Sullivan,	15,954 41	56,542 85	9,032 47	81,529 73
Monroe,	200 00	6,427 48	.....	6,627 48
Owen,	12,467 80	21,508 92	.....	33,976 72
Clay,	25,542 56	10,676 65	393 42	36,612 63
Putnam,	553 68	942 56	.....	1,496 24
Vigo,	11,074 19	6,017 56	.....	17,091 75
Parke,	585 58	2,357 28	.....	2,942 86
Vermillion,	760 00	2,322 31	.....	3,082 31
	172,608 01	561,614 48	59,361 24	793,583 73

STATEMENT

Of the quantity of Acres of each class sold at the Land Office in the Vincennes District, from the 6th of September to the 1st of December, 1847; showing also the quantity of each class entered in each month by pre-emption.

MONTH.	ACRES.				PURCHASE MONEY.
	First Class	Second Class	Third Class.	Total.	
September,	1,591 28	6,240 02	891 86	8,723 16	13,399 72
October,	852 95	2,624 49	120 00	3,597 44	5,818 87
November,	520 00	1,571 02	321 87	2,412 89	3,957 69
	2,964 23	10,435 53	1,333 73	14,733 49	23,176 28

Of this quantity there was entered by pre-emption, at \$1.25 per acre, of each class, as follows:

MONTH.	ACRES.		
	First Class.	Second Class.	Third Class.
September,	1,009 31	3,882 29	116 00
October,	492 95	1,461 73	.....
November,	440 00	515 58	.....
	1,942 26	5,859 60	116 00

CANAL LANDS—VINCENNES LAND DISTRICT.

Instructions to pre-emptioners, and rules for proving and establishing pre-emption claims.

1st. Every actual settler and occupant on any of the lands in the Vincennes Land District, granted by the United States to the State of Indiana, the "better to enable the said State to extend and complete the Wabash and Erie Canal from Terre Haute to the Ohio river," will be entitled to the right of pre-emption to the tracts so settled and occupied, not less than a quarter quarter section, nor more than a half quarter section.

2d. Such claimant will be required to make his application by filing in the Land Office at Washington the affidavit, the form of which is hereto annexed marked A,—which should be done without delay.

3d. Said claimants will also be required, within one year from the 30th July, 1847, to prove by one or more credible witnesses, the facts of his being a settler and occupant on said tracts on the 19th January, 1846, and of his continued occupancy of the same up to the time of entry, and also to enter and make payment on said tract as is provided by the act under which he claims such pre-emption. The price stipulated in said acts is \$1 25 per acre if the whole of the purchase money be paid in hand; but if taken under the credit proviso, the price will be that fixed for the class in which the tracts may be rated, and the payments will be one-fifth in hand, and the residue in five equal annual instalments, with interest annually in advance on the whole unpaid balance of the purchase money.

4th. If the settler or occupant shall have died before proving up and entering his claim, the same may be done by his executor or administrator, and the certificate and deed will be made to the heirs of the deceased.

CHARLES BUTLER,	} Trustees of Wabash and Erie Canal.
N. B. PALMER,	
THOMAS H. BLAKE,	

August, 1847.

(AFFIDAVIT, A.)

I, _____, claiming the right of pre-emption under the "act to provide for the funded debt of the State of Indiana, and for the completion of the Wabash and Erie Canal to Evansville," approved January 19th, 1846, and the supplementary act thereto, approved January 27, 1847, to the

quarter of section, No. _____, of township, No. _____,
 of range, No. _____, in the Vincennes Land District, do
 solemnly swear, that I entered upon said tract in my own right and
 exclusively for my own use and benefit; and that I was an actual
 settler and occupant on said tract on the 19th day of January, 1846,
 and have continued to be a settler and occupant on the same to
 this date.

Sworn and subscribed before me this _____ day
 of _____ 184_____

Justice of the Peace.

*Instructions to the Clerk of the Land Office at Washington, in relation
 to the proof and establishment of pre-emption claims.*

Pre-emptions are to be allowed where the cases come within the
 following rules, viz :

1st. Where the party claiming was actually residing on and occupying the land on the 19th January, 1846, and continued such residence and occupancy to the time of entry.

2d. Where the claimant has made improvements and cultivation on the tract at and during the period aforesaid, with intent to settlement, and the tract lies adjoining the land which he owns and on which he resides.

3d. Where the claimant is the purchaser of the improvements made by another, who had settled and occupied the tract on the 19th of January, 1846; and the purchaser and claimant had continued such settlement and occupancy to the time of entry; and the party claiming makes affidavit that such purchase had been made in good faith, and that he had not, by any previous agreement or hire, induced the person from whom he purchased to settle and occupy said tracts for his use and benefit.

S T A T E M E N T

Showing the amount of moneys received and disbursements made by the Board of Trustees of the Wabash and Erie Canal, from the 10th day of May to the 1st day of December, 1847.

RECEIPTS.

<i>From what Sources.</i>	<i>Amount.</i>
Tolls, &c., up to 1st December, - -	\$77,742 05
Lands east and west of Tippecanoe, - -	5,115 00
Lands in Vincennes Land District, - -	23,176 28
Bondholders' subscription, 5 per cent., - -	407,960 63
Treasurer of State of Indiana, - -	7,000 00
	<hr/>
	\$520,993 96
There has also been received for lands, west of Tippecanoe, in scrip, - -	13,134 25
East of Tippecanoe, in scrip, principal, - - -	\$42,908 70
Interest, - - -	7,250 98—50,159 68
	<hr/>
	<u>\$63,293 93</u>

DISBURSEMENTS.

On what Account.

General expenses, including office expenses and salaries of trustees and clerks, - -	5,449 67
Ordinary repairs of the canal, - -	10,653 17
Extraordinary repairs of canal, - -	6,166 68
Expense of superintendence, - -	1,337 79
Expense of surveys and engineering, - -	1,631 85
Construction of canal between Covington and Coal creek, - - -	4,154 50
Construction of canal between Coal creek and Terre Haute, - - -	5,382 00
Salaries and office expenses of collectors, - -	924 84
Expense of Land Office east and west of Tippecanoe, - - -	1,201 36
Expense of Land Office in Vincennes District, - - -	580 60
Total disbursement up to 1st December, 1847, - - -	<hr/>
	37,482 46

Leaving a balance on hand on 1st December, 1847, \$483,511 50

Note.—Ordinary repairs embrace all expenditures for breaches, repairing banks, rebuilding lock-gates, &c. Extraordinary repairs embrace the expense of rebuilding locks and decayed structures generally, and for any new construction on the line of the finished canal.

SUBSCRIPTION

To the advance of \$800,000, for the completion of the Wabash and Erie Canal; agreeably to the Act of the General Assembly of the State of Indiana, entitled "An Act to provide for the funded debt of the State of Indiana, and for the completion of the Wabash and Erie Canal to Evansville," passed 19th January, 1846, and "an act supplementary thereto," passed 27th January, 1847, showing the names of the subscribers, the number and amount of Bonds subscribed by each, and the amount of the five per cent. deposits paid by each to the Trustees of the Wabash and Erie Canal, at the time of subscription :

1847.		NAMES OF SUBSCRIBERS.	Residence.	No. of Bonds	Amount of Bonds.	Five per cent. paid.
June	1	James Aitkin,	Europe.	31	31,000	1,150
"	1	Thomas Rose Auldjo,	do	18	18,000	900
"	1	John Auldjo,	do	16	16,000	800
"	1	John Agate,	U. States.	3	3,000	150
"	1	H. D. Aldrich,	do	30	30,000	1,500
"	1	D. J. Anderson,	do	10	10,000	500
"	1	Albert G. Allen,	do	5	5,000	250
"	1	John Jacob Astor,	do	53	53,000	2,650
"	1	Albion, Bank of	do	5	5,000	250
Sept.	29	John W. Anderson,	Europe.	2	2,000	100
Oct.		William H. Aspinwall,	U. States.	24	24,000	1,200
June	1	Thomas Bro's,	Europe.	10	10,000	500
"	1	Baring, Brothers, & Co.,	do	17	17,000	850
"	1	Baring, Brothers, & Co.,	do	83	83,000	4,150
"	1	Baring, Brothers, & Co.,	do	7	7,000	350
"	1	Baring, Brothers, & Co.,	do	89	89,000	4,450
"	1	Margaretta Betts,	do	3	3,000	150
"	1	Mrs. Bliss,	do	3	3,000	150
"	1	Geo. and Jas. Bagnall, execu- tors of Mary Bagnall,	do	11	11,000	550
"	1	George Bagnall,	do	1	1,000	50
"	1	James Bagnall,	do	1	1,000	50
"	1	Bouverie & Co.,	do	9	9,000	450
"	1	Alexander Baillie,	do	5	5,000	250
"	1	Constance Lydia Benyon,	do	10	10,000	500
"	1	John Law Baker,	do	7	7,000	350
"	1	G. Beadnell,	do	1	1,000	50
"	1	Joseph D. Beers,	U. States.	13	13,000	650
"	1	A. Buckingham,	do	30	30,000	1,500
"	1	B. H. Buckingham,	do	5	5,000	250
"	1	Buckingham & Sturges,	do	2	2,000	100
"	1	Thomas Black & Co.,	do	5	5,000	250
"	1	Robert Bayard, Trustee,	do	20	20,000	1,000
"	1	E. B. Barton,	do	10	10,000	500
"	1	Philo Buckingham,	do	5	5,000	250
"	1	John Buckingham,	do	5	5,000	250
"	1	Ebenezer Buckingham,	do	5	5,000	250
"	1	William Buckingham,	do	5	5,000	250
"	1	Briggs & Green,	do	2	2,000	100
"	1	John N. Bradley,	do	3	3,000	150
"	1	Thomas Biddle & Co.,	do	13	13,000	650
"	1	August Belmont,	do	3	3,000	150

SUBSCRIPTION—Continued.

1847.	NAMES OF SUBSCRIBERS.	Residence.	No. of Bonds	Amount of Bonds.	Five per cent. paid.
June 1	John C. Baldwin,	U. States.	6	6,000	300
" 1	Daniel Beckel,	do	16	16,000	800
" 1	James Brown,	do	1	1,000	50
" 1	Alvah Buckingham,	do	10	10,000	500
" 1	David Banks,	do	1	1,000	50
" 1	Seaberry Brewster,	do	5	5,000	250
" 1	Buys de Bordes and Jordan,	Europe.	4	4,000	200
Oct.	Alvah Buckingham,	U. States.	10	10,000	500
"	Alvah Buckingham,	do	10	10,000	500
"	Alvah Buckingham,	do	25	25,000	1,250
"	August Belmont,	do	156	156,000	7,800
"	John R. Broadhead,	Europe.	1	1,000	50
Sept. 29	James Cook,	do	25	25,000	1,250
June 1	Capel Cure,	do	20	20,000	1,000
" 1	Gen. George Carpenter,	do	10	10,000	500
" 1	Morgan Charles Chase,	do	5	5,000	250
" 1	Sir William Collings,	do	5	5,000	250
" 1	William E. Culver,	U. States.	1	1,000	50
" 1	George R. Chetwood,	do	3	3,000	150
" 1	Margaret H. Clark,	do	24	24,000	1,200
" 1	John E. Cowles,	do	1	1,000	50
" 1	C. D. Coffin and L. Miner,	do	21	21,000	1,050
" 1	Charles C. Converse,	do	10	10,000	500
" 1	Thomas Cotterill,	Europe.	26	26,000	1,300
" 1	W. M. Converse,	do	2	2,000	100
" 21	Chapman & Co.,	U. States.	1	1,000	50
" 1	Charles Christmas,	do	11	11,000	550
" 1	Sanford Coley,	do	10	10,000	500
" 1	Corning & Co.,	do	5	5,000	250
" 1	D. Clarkson,	do	8	8,000	400
Oct.	Carpenter & Vermilye,	do	2	2,000	100
"	Corning & Co.,	do	4	4,000	200
"	F. L. B. Dykes, J. G. Marshall, and Henry C. Marshall, with benefit of survivorship,	Europe.	90	90,000	4,500
June 1	Charles Dixon,	do	200	200,000	10,000
" 1	William Dockar,	do	4	4,000	200
" 1	Miss Maria Denman,	do	4	4,000	200
" 1	Thomas Dixon,	do	10	10,000	500
" 1	Samuel Dobree,	do	7	7,000	350
" 1	John Dillon,	do	13	13,000	650
" 1	Miss E. Dent,	do	27	27,000	1,350
" 1	Thomas Dent,	do	284	284,000	14,200
" 1	Col. Francis Daniel,	do	18	18,000	900
" 1	J. T. Darthey, jr.,	do	15	15,000	750
" 1	Sarah Dillwyn,	do	5	5,000	250
" 1	Harrison Duckee,	U. States.	8	8,000	400
" 1	John J. DeGruff,	do	3	3,000	150
" 1	Francis J. Dallam,	do	2	2,000	100
" 1	John Dow,	do	1	1,000	50
" 1	Martha E. Denham,	do	1	1,000	50
" 1	P. P. F. DeGrand,	do	2	2,000	100
" 1	Joseph Drake,	do	4	4,000	200
" 1	George H. Dunn,	do	4	4,000	200
" 1	O. T. Dinsburg,	do	2	2,000	100
" 1	S. G. Davis,	do	5	5,000	250
" 1	Isaac Davis,	do	5	5,000	250
" 1	James M. Drake,	do	2	2,000	100
" 1	Thomas E. Davis,	do	1	1,000	50

SUBSCRIPTION—Continued.

1847.	NAMES OF SUBSCRIBERS.	Residence.	No. of Bonds	Amount of Bonds.	Five per cent. paid.
Oct.	Auguste Dassier,	Europe.	6	6,000	300
"	Joseph Drake,	U. States.	4	4,000	200
Sept. 29	Capt. Thomas Eyre,	Europe.	22	22,000	1,100
June 1	John Evans,	do	12	12,000	600
" 1	Capt. John Thomas Evans,	do	4	4,000	200
" 1	R. Eykin,	do	2	2,000	100
" 1	Thos. and Wm. Earle & Co.,	do	15	15,000	750
" 1	John Ellis,	U. States.	10	10,000	500
" 1	Richard Fall,	Europe.	9	9,000	450
" 1	Robert G. Fitzpatrick,	do	11	11,000	550
" 1	John Hutcheson Ferguson and others, Trustees of Capt. and Mrs. Jas. Abbott,	do	13	13,000	650
" 1	Miss A. P. Ferguson,	do	4	4,000	200
" 1	John Ferguson,	do	20	20,000	1,000
" 1	Floyd T. Ferris,	U. States.	11	11,000	550
" 1	John Ferguson,	do	99	99,000	4,950
" 1	Patrick Fanning,	do	8	8,000	400
" 1	Wm. J. Furman,	do	5	5,000	250
" 1	Samuel Fosdick,	do	34	34,000	1,700
" 1	John Ferguson,	Europe.	27	27,000	1,350
" 1	Samuel Fosdick,	U. States.	9	9,000	450
" 1	Elizabeth Fish,	do	1	1,000	50
" 1	Murray Forbes,	do	5	5,000	250
" 7	Joseph L. Fry,	do	2	2,000	100
" 1	Joseph Godman,	Europe.	10	10,000	500
" 1	John Greenwood,	do	2	2,000	100
" 1	Edward Grubb,	do	8	8,000	400
" 1	John Gilliatt & Co.,	do	5	5,000	250
" 1	John Gilliatt & Co., and Alex. Hatfield.	do	7	7,000	350
" 1	John Gilliatt & Co.,	do	5	5,000	250
" 1	John Gilliatt & Co.,	do	5	5,000	250
" 1	Thomas W. Gale,	U. States.	5	5,000	250
" 1	A. Groesbeck,	do	1	1,000	50
" 1	Wm. Greaves,	do	2	2,000	100
" 1	Solomon Griffen,	do	3	3,000	150
" 1	T. S. Goodman & Co.,	do	12	12,000	600
" 1	D. S. Gregory,	do	8	8,000	400
" 1	Henry Gardner, Trustee,	do	6	6,000	300
" 1	Lockwood Grumman,	do	3	3,000	150
" 1	Samuel J. Gardner, Trustee,	do	20	20,000	1,000
" 7	Gowan & Marx,	do	3	3,000	150
" 1	Gilbert, Cobb, & Johnson,	do	30	30,000	1,500
" 1	W. W. Gilbert,	do	10	10,000	500
" 10	R. Ogden Glover,	do	2	2,000	100
" 22	George Griswold,	do	100	100,000	5,000
Oct.	Frederick A. Gudewill,	Europe.	8	8,000	400
"	William Goodman,	U. States.	7	7,000	350
June 1	Henry Hebbert,	Europe.	9	9,000	450
" 1	Matthew Harrison, jr.,	do	2	2,000	100
" 1	Edward Harrison,	do	2	2,000	100
" 1	George Harrison,	do	5	5,000	250
" 1	Thomas G. Headlam,	do	10	10,000	500
" 1	Sir Frederick W. Heygate,	do	20	20,000	1,000
" 1	Isaac Hodgson,	do	20	20,000	1,000
" 1	James Hutchinson,	do	5	5,000	250
" 1	Lewis H. Haslewood,	do	3	3,000	150
" 1	John Hackblock,	do	12	12,000	600

SUBSCRIPTION—Continued.

1847.	NAMES OF SUBSCRIBERS.	Residence.	No. of Bonds	Amount of Bonds.	Five per cent. paid.
June 1	Hugh Hartshorn,	U. States.	1	1,000	50
" 1	John D. Hagar,	do	8	8,000	400
" 1	H. H. Hannevell,	do	22	22,000	1,100
" 1	R. T. Haines,	do	10	10,000	500
" 16	George Hull,	do	5	5,000	250
" 1	Peter Harmony,	do	25	25,000	1,250
" 1	Daniel Hall,	do	3	3,000	150
" 1	S. P. Hildreth,	do	1	1,000	50
" 1	William H. Hart,	do	1	1,000	50
" 1	Betsy Amelia Hart,	do	6	6,000	300
" 1	Ann E. Henderson,	do	8	8,000	400
" 1	Reuben Hope,	do	2	2,000	100
" 1	F. Huth & Co.,	Europe.	127	127,000	6,350
" 1	Robert Hyslop,	U. States.	8	8,000	400
" 21	F. Huth & Co.,	Europe.	5	5,000	250
" 1	Alfred Hoyt,	U. States.	4	4,000	200
" 1	James Holford,	Europe.	200	200,000	10,000
" 1	Wm. H. Hays & Co.,	U. States.	10	10,000	500
" 1	Hicks & Co.,	do	20	20,000	1,000
" 1	J. S. Hastings,	do	5	5,000	250
" 1	Hoyt & Hunt,	do	10	10,000	500
Oct.	Joseph Hume,	Europe.	7	7,000	350
Sept. 29	Richard L. Jones,	do	5	5,000	250
June 1	John B. Inglis, Trustees,	do	27	27,000	1,350
" 1	Geo. Jenkins,	do	4	4,000	200
" 1	Miss M. Jones,	do	8	8,000	400
" 1	Charles Inman,	do	15	15,000	750
" 1	Alfred Janson,	do	5	5,000	250
" 1	William Janson,	do	5	5,000	250
" 17	John A. Iselin,	U. States.	12	12,000	600
" 1	Charles Jones,	do	2	2,000	100
" 1	Charles Judson,	do	2	2,000	100
" 1	Walter R. Jones,	do	2	2,000	100
" 1	Jones, Woodward & Co.,	do	1	1,000	50
Oct.	Robert Kelly,	do	1	1,000	50
"	Robert Kemp,	Europe.	5	5,000	250
"	D. & A. Kingsland,	U. States.	2	2,000	100
June 1	John Kingan,	Europe.	22	22,000	1,100
" 1	Langford Kennedy,	do	11	11,000	550
" 1	Wm. Kraentler,	do	1	1,000	50
" 1	Wm. Kraentler and Jno. Lewis				
"	Mieville,	do	22	22,000	1,100
" 1	H. W. Kolle,	do	7	7,000	350
" 1	Jas. G. King & Sons,	U. States.	7	7,000	350
" 1	Varnum S. Kenyon,	do	1	1,000	50
" 1	Dr. Wm. Keith,	do	8	8,000	400
" 1	Edward King,	do	45	45,000	2,250
" 11	Rufus H. King,	do	10	10,000	500
" 1	Robert Kelly,	do	9	9,000	450
" 1	George Kinney,	do	3	3,000	150
" 1	John Kean,	do	1	1,000	50
" 1	Daniel Kissam, jr.,	do	4	4,000	200
" 1	Wm. J. King,	do	2	2,000	100
" 1	Haynes Lord, Trustee,	do	1	1,000	50
" 1	Dr. Levi Wolfe,	do	10	10,000	500
" 1	LeGrand Lockwood,	do	1	1,000	50
" 1	Francis Lieber,	do	1	1,000	50
" 1	Wm. Lawrence,	do	1	1,000	50
" 2	John W. Leeds,	do	1	1,000	50

SUBSCRIPTION—Continued.

1847.	NAMES OF SUBSCRIBERS.	Residence.	No. of Bonds	Amount of Bonds.	Five per cent. paid.
June 1	Emory Low,	U. States.	3	3,000	150
" 1	Joseph S. Lake & Co.,	do	24	24,000	1,200
" 1	Jean Charles Labouchae,	Europe.	1	1,000	50
" 1	Solon Luxmoore,	do	17	17,000	850
" 1	Thomas Likon,	do	6	6,000	300
" 1	Henry Laver,	do	6	6,000	300
" 1	Israel H. Lewis,	do	9	9,000	450
" 1	Jno. Pascal Larkins and others,				
	Trustees,	do	28	28,000	1,400
" 1	Sir William Lloyd,	do	9	9,000	450
" 1	Frederick C. Lukis, T. Laine,				
	and Messurier Laine, Trustees,	do	3	3,000	150
" 1	Frederick Corbin Lukis,	do	9	9,000	450
" 1	Joseph Langton,	do	135	135,000	6,750
" 1	Skinner T. Langton,	do	20	20,000	1,000
Oct.	Matthew Marshall,	do	2	2,000	100
"	William Moore,	U. States.	1	1,000	50
"	A. Marcuard & Co.,	Europe.	25	25,000	1,250
June 1	James Morrison,	do	40	40,000	2,000
" 1	Morris Prevost & Co.,	do	23	23,000	1,150
" 1	Thos. and John R. Mills, Executors of Samuel Mills,				
	do	do	135	135,000	6,750
" 1	Godfrey Molling,	do	21	21,000	1,050
" 1	Francis Morton,	do	14	14,000	700
" 1	Capt. Henry Meynell,	do	5	5,000	250
" 1	Richard Moon,	do	5	5,000	250
" 1	Robert Moon,	do	5	5,000	250
" 1	Edward Moon,	do	9	9,000	450
" 1	James Moon,	do	9	9,000	450
" 1	Hon. A. L. Melville,	do	13	13,000	650
" 1	Wm. L. Maberly,	do	3	3,000	150
" 1	W. H. Mullen, and Dav. Lloyd,	do	1	1,000	50
" 1	Catharine Ellen Morton,	do	2	2,000	100
" 1	Henrietta Montefiore,	do	49	49,000	2,450
" 1	Francis Mills,	do	89	89,000	4,450
" 1	John Miller,	do	5	5,000	250
" 1	Henry Mandeville,	U. States.	3	3,000	150
" 1	James W. Miller,	do	3	3,000	150
" 22	John Mills,	do	2	2,000	100
" 1	John Mills, Trustee,	do	3	3,000	150
" 1	Isaac Merritt, Trustee,	do	10	10,000	500
" 1	R. H. McCurdy,	do	2	2,000	100
" 1	Samuel Miller,	do	24	24,000	1,200
" 1	Samuel Miller,	do	10	10,000	500
" 1	McCurdy & Aldrich	do	7	7,000	350
" 1	E. L. McEntosh,	do	4	4,000	200
" 1	Moran & Iselin,	do	33	33,000	1,650
" 3	Meyer & Stucken,	do	6	6,000	300
" 1	Charles Mixter,	do	14	14,000	700
" 1	Gregorio Martinez del Rio,	Europe.	28	28,000	1,400
" 1	William Maxwell,	U. States.	4	4,000	200
" 1	John Maxwell,	do	5	5,000	250
" 1	Lascelles E. Maxwell,	do	10	10,000	500
" 1	Charles Morrison,	Europe.	9	9,000	450
" 1	John Mills, Trustee,	U. States.	2	2,000	100
" 1	Lascelles E. Maxwell,	do	3	3,000	150
" 1	Robert Marshall,	do	1	1,000	50
" 1	Merchants' Bank, Boston,	do	30	30,000	1,500

SUBSCRIPTION—Continued.

1847.	NAMES OF SUBSCRIBERS.	Residence.	No. of Bonds	Amount of Bonds.	Five per cent. paid.
June 1	R. Mott, jr., and Bowne, Ex'r,	U. States.	5	5,000	250
" 1	George Warde Norman,	Europe.	8	8,000	400
" 1	Arius Nye,	U. States.	2	2,000	100
" 1	Anselm T. Nye,	do	3	3,000	150
" 22	A. T. Nye, Trustee,	do	1	1,000	50
" 1	Henry A. Nitchie,	do	2	2,000	100
" 1	Nevins, Townsend & Co.,	do	48	48,000	2,400
Oct.	Walter Nugent,	Europe.	2	2,000	100
June 1	Overend, Gurnsey, & Co.,	do	82	82,000	4,100
" 1	Richard Oliverson,	do	33	33,000	1,650
Oct.	W. St. Oden,	do	6	6,000	300
June 1	John Piggott,	do	5	5,000	250
" 1	Robert Pulsford,	do	25	25,000	1,250
" 1	Sir Jeffrey Prendergast,	do	10	10,000	500
" 1	David Pugh,	do	5	5,000	250
" 1	Mrs. M. Palmer,	do	2	2,000	100
" 1	Palmer, McKillop, Dent, & Co.,	do	180	180,000	9,000
" 1	George Peabody,	do	40	40,000	2,000
" 1	Thomas Potts,	do	7	7,000	350
" 1	William B. Pellett,	U. States.	2	2,000	100
" 5	Phelps, Dodge, & Co.,	do	7	7,000	350
" 22	Prime, Ward, & Co.,	do	1	1,000	50
" 3	David M. Prall,	do	15	15,000	750
" 1	Col. Joseph Patterson,	do	1	1,000	50
" 1	Pavenstedt & Schumacker,	do	5	5,000	250
Oct.	Edward Prosser,	Europe.	10	10,000	500
"	J. N. Perkins,	U. States.	20	20,000	1,000
June 1	Thomas Robinson,	Europe.	10	10,000	500
" 1	Sir W. H. Richardson,	do	17	17,000	850
" 1	George Robinson,	do	3	3,000	150
" 1	John Hurdis Ravenshaw,	do	23	23,000	1,150
" 1	N. M. Rothschild & Sons,	do	880	880,000	44,000
" 1	Rawdon, Groesbeck, & Bridg-	U. States.	52	52,000	2,600
" 1	mau, Robert & Williams,	do	4	4,000	200
" 1	William S. Robert,	do	2	2,000	100
" 1	William Reynolds,	do	5	5,000	250
" 1	D. B. Ryall,	do	22	22,000	1,100
" 1	Archibald Robertson,	do	8	8,000	400
" 1	Daniel Robert and wife,	do	2	2,000	100
" 21	William Redmond, Trustee,	do	11	11,000	550
" 11	A. B. Riely,	do	1	1,000	50
" 1	Elisha Riggs,	do	22	22,000	1,100
Oct.	Clement Rennington,	do	5	5,000	250
June 1	Lady K. C. Sherbrooke,	Europe.	3	3,000	150
" 1	S. G. Smith,	do	37	37,000	1,850
" 1	S. G. Smith,	do	252	252,000	12,600
" 1	Isabella K. Smith,	U. States.	8	8,000	400
" 1	William Sturges,	do	1	1,000	50
" 1	Solomon Sturges,	do	10	10,000	500
" 1	Joshua Simmons,	do	4	4,000	200
" 1	Hezekiah Sturges,	do	5	5,000	250
" 1	Samuel Starkweather,	do	6	6,000	300
" 1	J. S. Spencer,	do	5	5,000	250
" 1	William Sturges,	do	8	8,000	400
" 1	Solomon Sturges,	do	45	45,000	2,250
" 1	Hezekiah Sturges,	do	5	5,000	250
" 1	Edward Sturges,	do	5	5,000	250
" 1	Eben P. Sturges,	do	5	5,000	250

SUBSCRIPTION—Continued.

1847.	NAMES OF SUBSCRIBERS.	Residence.	No. of Bonds.	Amount of Bonds.	Five per cent. paid.
June	1 Jonathan Sturges,	U. States.	24	24,000	1,200
"	1 James Stevenson,	do	1	1,000	50
"	1 Sophia & H. Smith,	do	3	3,000	150
"	1 Austen Smith,	do	12	12,000	600
"	1 Peter Schermerhorn,	do	6	6,000	300
"	1 Hugh C. Smith,	do	9	9,000	450
"	1 Isabella K. Smith,	do	1	1,000	50
"	1 Charles Stetson,	do	5	5,000	250
"	1 John Shillito,	do	13	13,000	650
"	1 David Smith,	do	19	19,000	950
"	1 Edwin Sherwood,	do	3	3,000	150
"	1 Nancy Sistare,	do	1	1,000	50
"	1 Daniel H. Safe,	Europe.	5	5,000	250
"	1 Charlotte Stock,	do	6	6,000	300
"	1 Henry Shauk,	do	5	5,000	250
"	1 Thomas Temple Silver,	do	11	11,000	550
"	1 James Silver,	do	11	11,000	550
"	1 Dr. William Silver,	do	8	8,000	400
"	1 Richard Sanderson,	do	20	20,000	1,000
Oct.	1 W. Starncombe,	do	24	24,000	1,200
"	1 G. R. Shore,	do	24	24,000	1,200
"	1 Charles Stetson,	U. States.	10	10,000	500
June	1 Sanderson & Co.,	Europe.	96	96,000	4,800
"	1 William Sheffield,	do	9	9,000	450
"	1 Abel Smith,	do	50	50,000	2,500
"	1 Aug. Baron de Sternberg,	do	15	15,000	750
"	1 Capt. Honoratus L. Thomas,	do	9	9,000	450
"	1 William Thompson,	do	1	1,000	50
"	1 Thomas Twining,	do	61	61,000	3,050
"	1 Miss Mary Traddle,	do	3	3,000	150
"	1 Thomas Stokes,	do	20	20,000	1,000
"	1 Henry M. Smith,	U. States.	1	1,000	50
"	1 Charles Smith,	do	2	2,000	100
"	1 Caleb Swann,	do	2	2,000	100
"	1 Isaac Seymour, Cashier,	do	8	8,000	400
"	1 Horace Stocking,	do	20	20,000	1,000
"	1 Horace Stocking,	do	20	20,000	1,000
"	1 Charles Stetson,	do	9	9,000	450
"	1 George K. Sistine, Trustee,	do	4	4,000	200
"	1 George K. Sistine, Trustee,	do	10	10,000	500
"	2 Stamford Bank,	do	5	5,000	250
"	1 St. John Smith,	do	6	6,000	300
"	1 Stadmitski & Van Henkelem,	Europe.	2	2,000	100
"	1 Strachan & Scott,	U. States.	23	23,000	1,150
Oct.	Solomon Sturges,	do	20	20,000	1,000
"	William Sturges,	do	1	1,000	50
"	Ebenezer P. Sturges,	do	5	5,000	250
"	Edward Sturges,	do	5	5,000	250
"	Solomon Sturges,	do	20	20,000	1,000
"	Samuel Salter,	Europe.	20	20,000	1,000
"	Robert Sherwell,	U. States.	2	2,000	100
June	1 J. Taylor, Cashier,	do	52	52,000	2,600
"	1 J. Taylor, Treasurer,	do	7	7,000	350
"	1 A. M. Taylor,	do	40	40,000	2,000
"	1 A. M. Taylor & Co.,	do	31	31,000	1,550
"	1 C. C. Tunis,	do	5	5,000	250
"	1 Catharine A. Tone,	do	1	1,000	50
"	23 E. & C. P. Thwing,	do	1	1,000	50
"	1 Frank. Taylor,	do	3	3,000	150

SUBSCRIPTION—Continued.

1847.	NAMES OF SUBSCRIBERS.	Residence.	No. of Bonds	Amount of Bonds.	Five per cent. paid.
Oct.	John E. Thayer and Brothers,	U. States.	12	12,000	600
June	1 Oriel Viveash,	Europe.	7	7,000	350
"	1 Ira C. Voorhies,	U. States.	1	1,000	50
"	1 D. J. Vail,	do	2	2,000	100
"	9 J. G. Vassar,	do	2	2,000	100
"	1 Jas. J. Van Alen,	do	38	38,000	1,900
"	1 Jas. J. Van Alen,	do	5	5,000	250
"	1 Jas. J. Van Alen,	do	2	2,000	100
"	23 W. M. Vermilye, Trustee,	do	2	2,000	100
"	1 Jno. C. Whiteman,	Europe.	110	110,000	5,500
"	1 Wilkins & Co.,	do	18	18,000	900
"	1 William Williams,	do	20	20,000	1,000
"	1 William Wilkinson,	do	27	27,000	1,350
"	1 Richard Warner Wood,	do	10	10,000	500
"	1 Thomas Wilson & Co.,	do	30	30,000	1,500
"	1 Sir J. Morillyon Wilson,	do	13	13,000	650
"	1 G. Wallis,	do	2	2,000	100
"	1 Benj. Bacon Williams,	do	8	8,000	400
"	1 Henry Waterman,	U. States.	1	1,000	50
"	1 Israel Williams,	do	2	2,000	100
"	1 Gabriel Wisner,	do	4	4,000	200
"	1 Edward Wells,	do	10	10,000	500
"	1 John Wells,	do	5	5,000	250
"	1 James Wells,	do	5	5,000	250
"	1 N. P. Wells,	do	5	5,000	250
"	3 W. S. Wetmore,	do	46	46,000	2,300
"	1 Robert Watkinson.	do	6	6,000	300
"	1 Miles White,	do	5	5,000	250
"	1 David Watkinson,	do	21	21,000	1,050
"	1 Samuel G. Wyman,	do	10	10,000	500
"	5 V. Worthington,	do	292	292,000	14,600
"	1 Washington Ins. Co., of Cin'ti,	do	40	40,000	2,000
"	1 John C. Wright,	do	24	24,000	1,200
"	1 Winslow & Perkins,	do	331	331,000	16,550
"	1 Jas. Gregg Wilson,	do	3	3,000	150
"	1 Samuel White,	do	1	1,000	50
"	1 Amos Willetts,	do	1	1,000	50
"	1 Samuel Wiggins,	do	9	9,000	450
"	1 Thurlow Weed,	do	5	5,000	250
"	11 Hosea Webster,	do	5	5,000	250
"	1 Silas Wood,	do	40	40,000	2,000
"	1 Harvey Weed,	do	10	10,000	500
"	1 John Ward & Co.,	do	30	30,000	1,500
"	1 Thomas Yates,	Europe.	5	5,000	250
Oct.	Edwin Crosswell,	U. States.	5	5,000	250
Total, - - -			8,143	8,143,000	407,150

The number of Bonds subscribed is eight thousand one hundred and forty-three, (8,143,) amounting to eight millions, one hundred and forty-three thousand dollars, (\$8,143,000,) the five per cent. on which has been paid, amounting to four hundred and seven thousand, one hundred and fifty dollars, (\$407,150,)—all subscribed and paid on or before the 1st November, 1847.

CHARLES BUTLER.

TERRE HAUTE, IND., }
November 30th, 1847. }

"At a meeting of the subscribers to the advance for the completion of the Wabash and Erie Canal in Indiana, held at the office of Winslow and Perkins, No. 52, Wall street, in the city of New York, on Monday the 10th day of May, 1847, pursuant to notice thereof, published in the cities of London and New York, according to the provisions of the act of the Legislature of Indiana, entitled "An act to provide for the funded debt of the State of Indiana, and for the completion of the Wabash and Erie Canal to Evansville," passed 19th January, 1846, and an act supplementary thereto, passed 27th January, 1847, for the purpose of electing two trustees of the said canal, and for other purposes, as required by the said acts:

On motion,

James G. King, Esq., of the city of New York, was appointed Chairman, and Richard H. Winslow, Esq., of said city, Secretary.

A list of the subscribers, notice of whose subscriptions had been previously given to the Agent of State of the State of Indiana, as provided for in the act, was submitted:

See list of subscribers in the hands of the Agent of State of Indiana, and also in the duplicate copy of the proceedings of this meeting furnished to Charles Butler Esq., Trustee in the city of New York.

	<i>Bonds.</i>	<i>Amount.</i>
European Bondholders, - - -	3942	\$3,942,000
United States Bondholders, . . .	1566	1,566,000
Total, - - - - -	5508	\$5,508,000

On calling the names of the subscribers it appeared that there were one hundred and thirty-four (134) in number, and four million four hundred and thirty-one thousand dollars (\$4,431,000) in value of principal, exclusive of interest, present in person or by proxy; there being a majority in number and value of the said subscribers present, in person or by proxy,

On motion,

The meeting proceeded to fix the salaries to be allowed the trustees, and after a discussion and interchange of views on the subject,

On motion of Mr. Belmont, seconded by Mr. Winslow, it was

Resolved, That the salary of the trustee to be elected resident in the city of New York, be fixed at four thousand dollars per annum, and that of the trustee to be elected resident in the State of Indiana, be fixed at two thousand dollars per annum, exclusive of all expenses attendant upon the execution of the business of the trust;

Which resolution was adopted with but one dissenting vote. The meeting then proceeded to vote for two trustees, and

Charles Augustus Davis and Solomon Sturges, Esqrs., were appointed inspectors of election.

The votes having been taken, the inspectors submitted the following report:

NEW YORK, 10th May, 1847.

The undersigned, appointed inspectors of election at a meeting of the bondholders of the State of Indiana, held this day at the office of Winslow and Perkins, No. 52, Wall street in the city of New York, between the hours of 12 and 3 o'clock, to elect two trustees, &c., report,

That on counting the votes, we find one hundred and thirty-four, (134) votes in number, and four million four hundred and thirty-one thousand dollars in value of principal of bonds of the State of Indiana; have been represented, and that of this number 134 votes in number representing \$4,431,000, have been given for Chas. Butler, a citizen of the United States residing in the city of New York, for trustee to reside in said city, and the same vote in number and amount was given for Thos. H. Blake, a citizen of the United States, and a citizen of, and resident in the State of Indiana, for trustee to reside in said State of Indiana.

All of which is respectfully submitted,

Signed:

CHARLES AUGUSTUS DAVIS,
SOLOMON STURGES.

Thereupon resolved unanimously, That Charles Butler, a citizen of the United States, residing in the city of New York, and Thomas H. Blake, a citizen of the United States, and a citizen of, and resident in the State of Indiana, are elected by a majority in number and value of the subscribers towards the completion of the Wabash and Erie Canal, trustees in behalf of said subscribers, pursuant to the provisions of the act of the Legislature of Indiana, entitled "An act to provide for the funded debt of the State of Indiana, and for the completion of the Wabash and Erie Canal to Evansville," passed January 19th, 1846, and an act supplementary thereto, passed January 27th, 1847, to hold their offices for the term of three years from the time of their election, and until others are elected in their places.

On motion,

Resolved, That these proceedings be signed by the Chairman and Secretary, and copies thereof be forwarded to each of the trustees elected by this meeting, and that a duplicate of the resolutions appointing said trustees, be signed by the Chairman, and by him duly acknowledged, and forwarded by mail, addressed to the Governor of the State of Indiana, as required by the laws of said State."

JAMES G. KING, *Chairman, &c.*

R. H. WINSLOW, *Secretary.*

STATEMENT.

Showing the names of the Engineers—Assistant Engineers—Superintendents—Collectors and Clerks—appointed by the Board of Trustees—with their salaries.

<i>Names.</i>	<i>Officers.</i>	<i>Salary.</i>
Jesse L. Williams,	Chief Engineer,	\$2,500 00
William J. Ball,	Resident Engineer,	1,750 00
Joseph H. Nelson,	Assistant Engineer,	800 00
James Johnston,	Junior Assistant Engineer,	600 00
Stearns Fisher,	Superintendent eastern Division,	1,300 00
Chancey Carter,	Superintendent western Division,	1,000 00
John B. Semans,	Collector, Lafayette,	700 00
Oliver P. Morgan,	Collector, Fort Wayne,	600 00
James W. Dunn,	Collector, Logansport,	600 00
Elias C. Wilcox,	Collector, Covington,	600 00
Jirah Barlow,	Collector, Lagro,	500 00
Stephen G. Dodge,	Clerk in office of Board, Terre Haute,	800 00
Jacob H. Hager,	Clerk, Board Terre Haute,	800 00
John Berdan,	Clerk, do do,	400 00
Stanly H. Fleetwood,	Clerk in office of Board, at New York,	800 00
John W. Wright,	Clerk of Land Office, at Logansport,	800 00
Franklin F. Sawyer,	Clerk of Land Office, at Washington.	800 00

